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Contents

Agricultural Marketing Service

RULES AND REGULATIONS:
Handling limitations:
Lemons grown in California and Arizona 10425
Navel oranges grown in Arizona and designated part of California 10423
Shipments limitations:
Fruit grown in Florida:
Grapefruit 10424
Oranges 10423
Tangerines 10424
Tangelos 10425
Onions grown in certain designated counties in Idaho and Malheur County, Oregon 10426
Walnuts; imports 10426

Agricultural Stabilization and Conservation Service

RULES AND REGULATIONS:
Milk in New Orleans marketing area; order suspending certain provisions; correction 10425

Agriculture Department

See Agricultural Marketing Service; Agricultural Stabilization and Conservation Service.

Alien Property Office

NOTICES:
Chemnyco, Inc.; dissolution order 10453

Army Department

See Engineers Corps.

Atomic Energy Commission

NOTICES:
Consolidated Edison Company of New York, Inc.; notice of hearing on provisional operating license for nuclear facility 10455
Curators of University of Missouri; proposed issuance of construction permit 10453
Ohio State University; notice of issuance of facility license amendment 10454

Civil Aeronautics Board

NOTICES
American Airlines, Inc., and Eastern Air Lines, Inc.; joint fares between Miami and San Francisco; order of investigation and suspension 10455
International Air Transport Association; agreement adopted relating to specific commodity rates 10456

Civil Service Commission

RULES AND REGULATIONS:
Exceptions from the competitive service:
Agriculture Department 10447
Justice Department 10447
Formal education requirements for appointment to certain scientific, technical, and professional positions; teachers, principals, and school superintendents 10447

Commerce Department

See also Maritime Administration.
NOTICES:
Starz, Ralph F.; statement of changes in financial interests 10453

Defense Department

See Engineers Corps.

Emergency Planning Office

NOTICES:
American Radiator & Standard Sanitary Corp.; deletion from membership in Integration Committee on the M14 Rifle, 7.62mm 10461

Engineers Corps

RULES AND REGULATIONS:
Bridge regulations; Oklawaha and Dead Rivers, and Haines Creek, Fla 10445

Federal Aviation Agency

NOTICES:
Television antenna structures; no hazard to air navigation (2 documents) 10456, 10457
PROPOSED RULE MAKING:
Alterations:
Control area extensions and transition area 10451
Federal airway, associated control areas, continental control area, and restricted area 10451
RULES AND REGULATIONS:
Control area extension; alteration 10429
Control zone; designation 10429
Federal airways:
Alteration 10427
Designation and alteration 10428
Federal airways and associated control areas:
Alteration 10428
Designation 10428
Standard instrument approach procedures; miscellaneous amendments (2 documents) 10430, 10436

Federal Communications Commission

NOTICES:
Hearings, etc.:
Bi-States Co. (KHOL–TV) and Topeka Broadcasting Association, Inc. (WIBW–TV) 10458
Gem State Candy Co 10457
Mia Enterprises, Inc. (KWBE) 10458
Oklahoma Broadcasting Co. and Sapulpa Broadcasters 10459
Scott, George L 10458
Wolverine Broadcasting Co. et al 10459
RULES AND REGULATIONS:
Clear channel broadcasting in standard broadcast band; applications for frequencies adjacent to Class I–A channels 10447

(Continued on next page)

Federal Maritime Commission

NOTICES:
City of Oakland, Calif., and Encinal Terminals; agreement filed for approval 10460

Federal Trade Commission

RULES AND REGULATIONS:
Fur products name guide; foxes, raccoons, and opossums 10446
Prohibited trade practices:
James Lees and Sons Co 10445
Leous, Thomas M., Jr., et al 10445

Food and Drug Administration

PROPOSED RULE MAKING:
Food additives; notice of withdrawal of petition 10452

Health, Education, and Welfare Department

See Food and Drug Administration.

Interior Department

See Land Management Bureau.

Internal Revenue Service

PROPOSED RULE MAKING:
Income tax; taxable years beginning after Dec. 31, 1953 (2 documents) 10449, 10450

Interstate Commerce Commission

NOTICES:
Fourth section applications for relief 10463
Motor carrier transfer proceedings 10463
Rutland Railroad Corp.; diversion or rerouting of traffic 10464

Justice Department

See Alien Property Office.

Land Management Bureau

RULES AND REGULATIONS:
Texas; public land order; transferring jurisdiction over oil and gas deposits in certain lands at Perrin Air Force Base owned by U.S 10427

Maritime Administration

NOTICES:
United States Lines Co.; application for approval of changes in itineraries of certain cruises 10453

Securities and Exchange Commission

NOTICES:
Hearings, etc.:
Delaware Variable Investment Plan 10461
Midwestern Instruments, Inc 10461

Small Business Administration

NOTICES:
Assistant to Chief, Financial Assistance Division; delegation relating to financial assistance 10463
Branch Counsel, Charlotte, N.C.; delegation relating to legal functions 10463
Branch Manager, Salt Lake City Branch Office; delegation relating to financial assistance, procurement and technical assistance, and administrative functions 10462
Chief, Financial Assistance Division; delegation relating to financial assistance functions 10462

Tariff Commission

NOTICES:
Stainless-steel table flatware; reports to the President 10464

Treasury Department

See Internal Revenue Service.

Codification Guide

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published in today's issue. A cumulative list of parts affected, covering the current month to date, appears at the end of each issue beginning with the second issue of the month.

Monthly, quarterly, and annual cumulative guides, published separately from the daily issues, include the section numbers as well as the part numbers affected.

5 CFR

6 (2 documents) 10447
24 10447

7 CFR

914 10423
933 (4 documents) 10423–10425
942 10425
953 10425
1017 10426
1071 10426

14 CFR

600 (4 documents) 10427, 10428
601 (4 documents) 10428, 10429
609 (2 documents) 10430, 10436
PROPOSED RULES:
600 10451
601 (2 documents) 10451
608 10451

16 CFR

13 (2 documents) 10445
301 10446

21 CFR

PROPOSED RULES:
121 10452

26 CFR

PROPOSED RULES:
1 (2 documents) 10449, 10450

33 CFR

203 10445

43 CFR

PUBLIC LAND ORDERS:
2530 10427

47 CFR

1 10447

1961–62 Edition

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Rules and Regulations

Title 7—AGRICULTURE

Chapter IX—Agricultural Marketing Service and Agricultural Stabilization and Conservation Service (Marketing Agreements and Orders), Department of Agriculture

SUBCHAPTER A—MARKETING ORDERS

[Milk Order No. 42]

PART 942—MILK IN NEW ORLEANS MARKETING AREA

Order Suspending Certain Provisions

Correction

In F.R. Doc. 61–9627, appearing at page 9507 of the issue for Saturday, October 7, 1961, the following corrections are made:

1. In the second paragraph, the words following the colon should read as follows: "'for not more than 10 days' in paragraph (2) and paragraph (3) in its entirety which reads as follows:".

2. The third paragraph should begin with the designation "(3)" instead of the designation "(c)".

[Navel Orange Reg. 213]

PART 914—NAVEL ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

Limitation of Handling

§ 914.513 Navel Orange Regulation 213.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 14, as amended (7 CFR Part 914), regulating the handling of navel oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), and upon the basis of the recommendations and information submitted by the Navel Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such navel oranges, as hereinafter provided, will tend to effectuate the declared policy of the act by tending to establish and maintain such orderly marketing conditions for such oranges as will provide, in the interests of producers and consumers, an orderly flow of the supply thereof to market throughout the normal marketing season to avoid unreasonable fluctuations in supplies and prices, and is not for the purpose of maintaining prices to farmers above the level which it is declared to be the policy of Congress to establish under the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 1001–1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for navel oranges and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such navel oranges; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on November 2, 1961.

(b) *Order.* (1) The respective quantities of navel oranges grown in Arizona and designated part of California which may be handled during the period beginning at 12:01 a.m., P.s.t., November 5, 1961, and ending at 12:01 a.m., P.s.t., November 12, 1961, are hereby fixed as follows:

(i) District 1: 7,000 cartons;

(ii) District 2: Unlimited movement;

(iii) District 3: Unlimited movement;

(iv) District 4: Unlimited movement.

(2) As used in this section, "handled," "District 1," "District 2," "District 3," "District 4," and "carton" have the same meaning as when used in said amended marketing agreement and order.

(Secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601–674)

Dated: November 3, 1961.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 61–10663; Filed, Nov. 3, 1961; 11:20 a.m.]

[Orange Reg. 392]

PART 933—ORANGES, GRAPEFRUIT, TANGERINES, AND TANGELOS GROWN IN FLORIDA

Limitation of Shipments

§ 933.1071 Orange Regulation 392.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 33, as amended (7 CFR Part 933), regulating the handling of oranges, grapefruit, tangerines, and tangelos grown in Florida effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), and upon the basis of the recommendations of the committees established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of oranges, except Temple oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001–1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. Shipments of oranges, except Temple oranges, grown in the production area, are presently subject to regulation by grades and sizes, pursuant to the amended marketing agreement and order; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after an open meeting of the Growers Administrative Committee on October 31, 1961, such meeting was held to consider recommendations for regulation, after giving due notice of such meeting, and interested persons were afforded an opportunity to submit their views at this meeting; the provisions of this section, including the effective time hereof, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such oranges; it is necessary in order to effectuate the declared policy of the act, to make this section effective during the period hereinafter set forth so as to provide for the continued regulation of the

handling of oranges, except Temple oranges, and compliance with this section will not require any special preparation on the part of the persons subject thereto which cannot be completed by the effective time hereof.

(b) *Order.* (1) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order; and terms relating to grade, diameter, standard pack, and standard box, as used herein, shall have the same meaning as is given to the respective term in the United States Standards for Florida Oranges and Tangelos (§§ 51.1140–51.1178 of this title; 25 F.R. 8211).

(2) During the period beginning at 12:01 a.m., e.s.t., November 6, 1961, and ending at 12:01 a.m., e.s.t., November 20, 1961, no handler shall ship between the production area and any point outside thereof in the continental United States, Canada, or Mexico:

(i) Any oranges, except Temple oranges, grown in the production area, which do not grade at least U.S. No. 1 Russet; or

(ii) Any oranges, except Temple oranges, grown in the production area, which are of a size smaller than $2\frac{8}{16}$ inches in diameter, except that a tolerance of 10 percent, by count, of oranges smaller than such minimum diameter shall be permitted, which tolerance shall be applied in accordance with the provisions for the application of tolerances specified in said United States Standards for Florida Oranges and Tangelos: *Provided,* That in determining the percentage of oranges in any lot which are smaller than $2\frac{8}{16}$ inches in diameter, such percentage shall be based only on those oranges in such lot which are of a size $2\frac{1}{16}$ inches in diameter or smaller.

(Secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601–674)

Dated: November 2, 1961.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 61–10620; Filed, Nov. 3, 1961; 8:50 a.m.]

[Grapefruit Reg. 345]

PART 933—ORANGES, GRAPEFRUIT, TANGERINES, AND TANGELOS GROWN IN FLORIDA

Limitation of Shipments

§ 933.1072 Grapefruit Regulation 345.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 33, as amended (7 CFR Part 933), regulating the handling of oranges, grapefruit, tangerines, and tangelos grown in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), and upon the basis of the recommendations of the committees established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of grapefruit, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001–1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. Shipments of all grapefruit, grown in the production area, are presently subject to regulation by grades and sizes, pursuant to the amended marketing agreement and order; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after an open meeting of the Growers Administrative Committee on October 31, 1961, such meeting was held to consider recommendations for regulation, after giving due notice of such meeting, and interested persons were afforded an opportunity to submit their views at this meeting; the provisions of this section, including the effective time hereof, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such grapefruit; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period hereinafter set forth so as to provide for the continued regulation of the handling of grapefruit, and compliance with this section will not require any special preparation on the part of the persons subject thereto which cannot be completed by the effective time hereof.

(b) *Order.* (1) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order; and terms relating to grade, diameter, standard pack, and standard box, as used herein, shall have the same meaning as is given to the respective term in the United States Standards for Florida Grapefruit (§§ 51.750–51.783 of this title; 26 F.R. 163).

(2) During the period beginning at 12:01 a.m., e.s.t., November 6, 1961, and ending at 12:01 a.m., e.s.t., November 20, 1961, no handler shall ship between the production area and any point outside thereof in the continental United States, Canada, or Mexico:

(i) Any grapefruit, grown in the production area, which do not grade at least U.S. No. 1: *Provided,* That such grapefruit may have discoloration to the extent permitted under the U.S. No. 2 Russet grade, and may have slightly rough texture caused only by speck type melanose;

(ii) Any seeded grapefruit, grown in the production area, which are smaller than $3\frac{15}{16}$ inches in diameter, except that a tolerance of 10 percent, by count, of seeded grapefruit smaller than such minimum size shall be permitted, which tolerance shall be applied in accordance with the provisions for the application of tolerances, specified in said United States Standards for Florida Grapefruit; or

(iii) Any seedless grapefruit, grown in the production area, which are smaller than $3\frac{9}{16}$ inches in diameter, except that a tolerance of 10 percent, by count, of seedless grapefruit smaller than such minimum size shall be permitted, which tolerance shall be applied in accordance with the provisions for the application of tolerances, specified in said United States Standards for Florida Grapefruit.

(Secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601–674)

Dated: November 2, 1961.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 61–10619; Filed, Nov. 3, 1961; 8:50 a.m.]

[Tangerine Reg. 225]

PART 933—ORANGES, GRAPEFRUIT, TANGERINES, AND TANGELOS, GROWN IN FLORIDA

Limitation of Shipments

§ 933.1073 Tangerine Regulation 225.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 33, as amended (7 CFR Part 933), regulating the handling of oranges, grapefruit, tangerines, and tangelos grown in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), and upon the basis of the recommendations of the committees established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of tangerines, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001–1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. Shipments of tangerines, grown in the production area, are presently subject to regulation by grades and sizes, pursuant to the amended marketing agreement

and order; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after an open meeting of the Growers Administrative Committee on October 31, 1961, such meeting was held to consider recommendations for regulation, after giving due notice of such meeting, and interested persons were afforded an opportunity to submit their views at this meeting; the provisions of this section, including the effective time hereof, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such tangerines; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period hereinafter set forth so as to provide for the continued regulation of the handling of tangerines, and compliance with this section will not require any special preparation on the part of the persons subject thereto which cannot be completed by the effective time hereof.

(b) *Order.* (1) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order; and terms relating to grade, diameter, and standard pack, as used herein, shall have the same meaning as is given to the respective term in the United States Standards for Florida Tangerines (§§ 51.1810–51.1834 of this title; 25 F.R. 8216).

(2) During the period beginning at 12:01 a.m., e.s.t., November 6, 1961, and ending at 12:01 a.m., e.s.t., November 20, 1961, no handler shall ship between the production area and any point outside thereof in the continental United States, Canada, or Mexico:

(i) Any tangerines, grown in the production area, that do not grade at least U.S. No. 1; or

(ii) Any tangerines, grown in the production area, that are of a size smaller than the size that will pack 176 tangerines, packed in accordance with the requirements of a standard pack, in a half-standard box (inside dimensions 9½ x 9½ x 19⅛ inches; capacity 1,726 cubic inches).

(Secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601–674)

Dated: November 2, 1961.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 61–10622; Filed, Nov. 3, 1961; 8:50 a.m.]

[Tangelo Reg. 30]

PART 933—ORANGES, GRAPEFRUIT, TANGERINES, AND TANGELOS GROWN IN FLORIDA

Limitation of Shipments

§ 933.1074 Tangelo Regulation 30.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 33, as amended (7 CFR Part 933), regulating the handling of oranges, grapefruit, tangerines, and tangelos grown in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), and upon the basis of the recommendations of the committees established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of tangelos, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001–1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. Shipments of tangelos, grown in the production area, are presently subject to regulation by grades and sizes, pursuant to the amended marketing agreement and order; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after an open meeting of the Growers Administrative Committee on October 31, 1961, such meeting was held to consider recommendations for regulation, after giving due notice of such meeting, and interested persons were afforded an opportunity to submit their views at this meeting; the provisions of this section, including the effective time hereof, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such tangelos; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period hereinafter set forth so as to provide for the continued regulation of the handling of tangelos, and compliance with this section will not require any special preparation on the part of the persons subject thereto which cannot be completed by the effective time hereof.

(b) *Order.* (1) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order; and terms relating to grade, diameter, standard pack, and standard box, as used herein, shall have the same meaning as is given to the respective term in the United States Standards for Florida Oranges and Tangelos (§§ 51.1140–51.1178 of this title; 25 F.R. 8211).

(2) During the period beginning at 12:01 a.m., e.s.t., November 6, 1961, and ending at 12:01 a.m., e.s.t., November 20, 1961, no handler shall ship between the production area and any point outside thereof in the continental United States, Canada, or Mexico:

(i) Any tangelos, grown in the production area, which do not grade at least U.S. No. 1 Russet; or

(ii) Any tangelos, grown in the production area, which are of a size smaller than 2$^{5}/_{16}$ inches in diameter, except that a tolerance of 10 percent, by count, of tangelos smaller than such minimum diameter shall be permitted, which tolerance shall be applied in accordance with the provisions for the application of tolerances specified in said United States Standards for Florida Oranges and Tangelos.

(Secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601–674)

Dated: November 2, 1961.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 61–10621; Filed, Nov. 3, 1961; 8:50 a.m.]

[Lemon Reg. 924]

PART 953—LEMONS GROWN IN CALIFORNIA AND ARIZONA

Limitation of Handling

§ 953.1031 Lemon Regulation 924.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 53, as amended (7 CFR Part 953), regulating the handling of lemons grown in California and Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), and upon the basis of the recommendation and information submitted by the Lemon Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such lemons as hereinafter provided will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 1001–1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provi-

sions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for lemons and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such lemons; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on October 31, 1961.

(b) *Order.* (1) The respective quantities of lemons grown in California and Arizona which may be handled during the period beginning at 12:01 a.m., P.s.t., November 5, 1961, and ending at 12:01 a.m., P.s.t., November 12, 1961, are hereby fixed as follows:

(i) District 1: 4,650 cartons;

(ii) District 2: 102,300 cartons;

(iii) District 3: 79,050 cartons.

(2) As used in this section, "handled," "District 1," "District 2," "District 3," and "carton" have the same meaning as when used in the said amended marketing agreement and order.

(Secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601–674)

Dated: November 1, 1961.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 61–10618; Filed, Nov. 3, 1961; 8:50 a.m.]

[1017.306, Amdt. 1]

PART 1017—ONIONS GROWN IN CERTAIN DESIGNATED COUNTIES IN IDAHO AND MALHEUR COUNTY, OREGON

Limitation of Shipments

Findings. (a) Pursuant to Marketing Agreement No. 130 and Order No. 117 (7 CFR Part 1017) regulating the handling of onions grown in certain designated counties in Idaho and Malheur County, Oregon, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), and upon the basis of recommendations and information submitted by the Idaho-Eastern Oregon Onion Committee, established pursuant to said marketing agreement and order, and other available information, it is hereby found that the amendment to the limitation of shipments regulation, hereinafter set forth, will tend to effectuate the declared policy of the act.

(b) It is hereby found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule making procedure, and postpone the effective date of this amendment until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 1001–1011) in that (1) the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the act is insufficient, (2) more orderly marketing in the public interest, than would otherwise prevail, will be promoted by regulating the handling of onions, in the manner set forth below, on and after the effective date of this amendment, (3) compliance with this amendment will not require any special preparation on the part of handlers which can not be completed by the effective date, (4) reasonable time is permitted, under the circumstances, for such preparation, and (5) information regarding the committee's recommendation has been disseminated to producers and handlers in the production area.

Order, as amended. Section 1017.306 (26 F.R. 6195) is amended by deleting therefrom the introductory paragraph and paragraphs (a) and (b) and substituting in lieu thereof a new introductory paragraph and new paragraphs (a) and (b) as follows:

§ 1017.306 Limitation of shipments.

During the period from November 13, 1961, through June 30, 1962, no person shall handle any lot of onions unless such onions meet the requirements of paragraph (a) of this section, or unless such onions are handled in accordance with paragraphs (b) or (c) of this section.

(a) *Minimum grade and size requirements*—(1) *Grade.* All varieties—U.S. No. 2 grade.

(2) *Size.* Yellow varieties—2 inches minimum diameter.

(b) *Special purpose shipments.* The minimum grade and size requirements set forth in paragraph (a) of this section and the inspection and assessment requirements of this part shall not be applicable to shipments of onions for any of the following purposes:

(1) Planting;

(2) Livestock feed; and

(3) Charity.

(Secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601–674)

Dated: November 1, 1961, to become effective November 13, 1961.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 61–10565; Filed, Nov. 3, 1961; 8:47 a.m.]

SUBCHAPTER B—PROHIBITIONS OF IMPORTED COMMODITIES

PART 1071—WALNUTS

Regulation Governing Imports

Notice was published in the FEDERAL REGISTER on September 26, 1961 (26 F.R. 9050–9051), that there was under consideration proposed grade, size, quality, maturity, and other requirements that will govern the importation into the United States of walnuts (Juglans regia), pursuant to the requirements of section 8e (7 U.S.C. 608e), of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), and as amended by the Agricultural Act of 1961 (Public Law 87–128), approved August 18, 1961, hereinafter referred to as the "act".

Marketing Order No. 84, as amended (7 CFR Part 984), effective pursuant to the act, contains terms and conditions regulating the grade, size, quality, and maturity of walnuts grown in California, Oregon, and Washington. The purpose of the regulation is to make applicable to imports of walnuts the same grade, size, quality, and maturity standards that are required by the marketing order to be applied to walnuts grown in California, Oregon, and Washington, and to prescribe appropriate rules and regulations applicable to imports of walnuts.

The notice afforded interested persons opportunity to file written data, views, or arguments pertaining thereto with the Department prior to promulgation of the regulation. Within the prescribed time three communications were received. After consideration of all relevant material presented including the three communications received, the following regulation governing the importation of walnuts is hereby promulgated.

§ 1071.1 Regulation governing imports of walnuts.

(a) *Definitions.* (1) "Walnuts" means all walnuts commonly known as English or Persian walnuts (Juglans regia).

(2) "Inshell walnuts" means walnuts, the kernels or edible portions of which are contained in the shell.

(3) "Shelled walnuts" are the kernels of walnuts after the shells are removed.

(4) "Fruit and Vegetable Division" means the Fruit and Vegetable Division of the Agricultural Marketing Service, United States Department of Agriculture.

(5) "Fresh Fruit and Vegetable Inspector" means any Federal or Federal-State inspector of the Fresh Products Standardization and Inspection Branch of the Fruit and Vegetable Division.

(6) "Importation" means release from custody of United States Bureau of Customs.

(b) *Grade and size regulations.* The importation of walnuts (Juglans regia) into the United States is prohibted unless such walnuts have been inspected and certified as meeting one of the following requirements:

(1) *Inshell walnuts.* All inshell walnuts shall be of a quality equal to or better than the requirements for U.S. No. 3 and "baby" size as prescribed in

the United States Standards for Walnuts (Juglans regia) in the Shell (§§ 51.2945 to 51.2966 of this title).

(2) *Shelled walnuts.* All shelled walnuts shall be of a quality equal to or better than the requirements for U.S. Commercial Grade as prescribed in the United States Standards for Shelled Walnuts (Juglans regia) (§§ 51.2275 to 51.2294 excluding 51.2278(b), 51.2284 and 51.2285 of this title) effective January 25, 1959, except that the minimum size shall be pieces not more than five percent of which will pass through a round opening 5/64 inch in diameter and no other size requirements shall apply.

(c) *Inspection and certification.* (1) All inspections and certifications required by paragraph (b) of this section shall be made by Fresh Fruit and Vegetable inspectors in accordance with the regulations governing the inspection and certification of fresh fruits, vegetables, and other products (Part 51 of this title). The cost of inspection and certification shall be borne by the applicant for such inspection and certification.

(2) Each inspection certificate shall set forth among other things the following:

(i) The date and place of inspection;

(ii) The name of the applicant;

(iii) The name of the importer;

(iv) The quantity and identifying marks of the container; and

(v) The statement, if applicable, "Meets U.S. import requirements under section 8e of the A.M.A. Act of 1937".

(3) Whenever walnuts are offered for inspection, the applicant shall furnish any labor and pay any costs incurred in moving and opening containers as may be necessary for proper sampling and inspection.

(d) *Reconditioning prior to importation.* Nothing contained in this part shall be deemed to preclude reconditioning walnuts, in order that such walnuts may be made eligible to meet the grade and size regulations prescribed in paragraph (b) of this section, prior to importation.

(e) *Minimum quantity.* Notwithstanding any other provision of this part, any lot of walnuts for importation which does not exceed, in net weight, 60 pounds of shelled walnuts or 115 pounds of inshell walnuts shall be exempt from the requirements of this part.

(f) *Other important requirements.* The provisions of this part do not supersede any restrictions or prohibitions on walnuts under the Federal Plant Quarantine Act of 1912, or any other applicable laws or regulations, or the need to comply with applicable food and sanitary regulations of city, county, State, or Federal Agencies including the Federal Food, Drug, and Cosmetic Act.

(g) *Compliance.* Any person violating any provisions of this regulation is subject to a forfeiture in the amount prescribed in section 8a(5) of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 608a(5)), or upon conviction, a penalty in the amount prescribed in section 8c(14) of said act, or to both such forfeiture and penalty. False representations in any matter within the jurisdiction of any agency of the United States, knowing it to be false, is a violation of 18 U.S.C. 1001 which provides for a fine or imprisonment or both.

(Secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601–674)

Dated: October 31, 1961, to become effective December 4, 1961.

FLOYD F. HEDLUND,
Director,
Fruit and Vegetable Division.

[F.R. Doc. 61–10566; Filed, Nov. 3, 1961; 8:47 a.m.]

Title 43—PUBLIC LANDS: INTERIOR

Chapter I—Bureau of Land Management, Department of the Interior

APPENDIX—PUBLIC LAND ORDERS

[Public Land Order 2530]

[70387]

TEXAS

Transferring Jurisdiction Over Oil and Gas Deposits in Certain Lands at Perrin Air Force Base Owned by the United States

Whereas the hereinafter described lands, title to which has been acquired by the United States, comprising a portion of Perrin Air Force Base, Texas, are reported to be subject to drainage of their oil and gas deposits by wells on adjacent lands in private ownership; and

Whereas it is necessary in the public interest that such protective action be taken as will prevent loss to the United States by reason of the drainage or threatened drainage from the said lands; and

Whereas in order to facilitate such action, it is considered advisable that jurisdiction over the oil and gas deposits in such lands be transferred from the Department of the Air Force to the Department of the Interior; and

Whereas such transfer has the concurrence of the Secretary of the Air Force:

Now, therefore, by virtue of the authority vested in the President, and pursuant to Executive Order No. 10355 of May 26, 1952, it is ordered as follows:

1. The jurisdiction over the oil and gas deposits owned by the United States in the following described lands is hereby transferred from the Department of the Air Force to the Department of the Interior:

A strip of land 100 feet in width, comprising the railroad spur right-of-way located in sections 13, 17, 28, and the J. A. Potts and J. G. Thompson Surveys, as delineated on map titled "Perrin Air Force Base, Military Reservation, No. PE 31.21/1," dated March 1, 1955, filed in the Bureau of Land Management under Misc. 70387, and containing approximately 40 acres.

2. The Secretary of the Interior shall take such action as may be necessary to protect the United States from loss on account of drainage or threatened drainage of oil and gas from such lands.

3. The jurisdiction of the Department of the Interior over such lands shall be subject to the primary jurisdiction of the Department of the Air Force for military purposes.

4. Prior to any advertisement for bids, the Department of the Air Force shall have the opportunity to indicate the further reservations and restrictions that are to be included in the proposed lease or leases.

5. Prior to execution of any lease or development authorized by the Department of the Interior, the approval of the Department of the Air Force is to be obtained to assure that there is no interference with the primary use of Perrin Air Force Base.

JOHN A. CARVER, Jr.,
Assistant Secretary of the Interior.

OCTOBER 30, 1961.

[F.R. Doc. 61–10555; Filed, Nov. 3, 1961; 8:47 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter III—Federal Aviation Agency

SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Airspace Docket No. 61–WA–94]

PART 600—DESIGNATION OF FEDERAL AIRWAYS

Alteration

On July 7, 1961, a notice of proposed rule making was published in the FEDERAL REGISTER (26 F.R. 6104) stating that the Federal Aviation Agency proposed to alter intermediate altitude VOR Federal airway No. 1508.

No adverse comments were received regarding the proposed amendment.

Interested persons have been afforded an opportunity to participate in the making of the rule herein adopted, and due consideration has been given to all relevant matter presented.

The substance of the proposed amendment having been published, therefore, pursuant to the authority delegated to me by the Administrator (25 F.R. 12582) and for the reasons stated in the Notice, the following action is taken:

1. In the text of § 600.1508 (26 F.R. 1079) "Rock River, Wyo., VOR; Sidney, Nebr., VOR;" is deleted and "Rock River, Wyo., VOR; INT of the Rock River VOR 105° and the Sidney, Nebr., VOR 294° radials, Sidney VOR;" is substituted therefor.

This amendment shall become effective 0001 e.s.t., December 14, 1961.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on October 30, 1961.

D. D. THOMAS,
Director, Air Traffic Service.

[F. R. Doc. 61–10547; Filed, Nov. 3, 1961; 8:46 a.m.]

[Airspace Docket No. 61–WA–92]

PART 600—DESIGNATION OF FEDERAL AIRWAYS

Designation and Alteration

On July 18, 1961, a notice of proposed rule making was published in the FEDERAL REGISTER (26 F.R. 6453) stating that the Federal Aviation Agency proposed to designate intermediate altitude VOR Federal airway No. 1762 between Eugene, Oreg., and Seattle, Wash., and intermediate altitude VOR Federal airway No. 1764 between North Bend, Oreg., and Newberg, Oreg., and to alter the width of intermediate altitude VOR Federal airway No. 1557 between Eugene, Oreg., and Seattle, Wash.

No adverse comments were received regarding the proposed amendments.

The Federal Aviation Agency in restudying the proposal has determined that a reduction should be made in the width of Victor 1762 north of the Newberg, Oreg., VOR to provide separation from Victor 1557. Such action is taken herein.

Interested persons have been afforded an opportunity to participate in the making of the rules herein adopted, and due consideration has been given to all relevant matter presented.

The substance of the proposed amendments having been published, therefore, pursuant to the authority delegated to me by the Administrator (25 F.R. 12582) and for the reasons stated herein and in the notice, the following actions are taken:

1. In Part 600 (14 CFR Part 600) the following are added:

§ 600.1762 VOR Federal airway No. 1762 (Eugene, Oreg., to Seattle, Wash.).

From the Eugene, Oreg., VOR; 10-mile wide airway via the INT of the Eugene VOR 346° and the Newberg, Oreg., VOR 204° radials; Newburg VOR; to the INT of the Newberg VOR 355° and the Portland, Oreg., VOR 261° radials; thence to the INT of the Newberg VOR 355° and the Olympia, Wash., VOR 195° radials; thence 10-mile wide airway via the Olympia VOR; INT of the Olympia VOR 019° and the Seattle, Wash., VOR 247° radials; to the Seattle VOR. The portion of this airway within R–6711 shall be used only after obtaining prior approval from the appropriate authority.

§ 600.1764 VOR Federal airway No. 1764 (North Bend, Oreg., to Newberg, Oreg.).

From the North Bend, Oreg., VOR to the INT of the Newberg, Oreg., 204° and the Eugene, Oreg., VOR 346° radials; thence 10-mile wide airway to the Newberg VOR.

§ 600.1557 [Amendment]

2. In the text § 600.1557 (26 F.R. 1079) "INT of the Portland, Oreg., VOR 196° and the Newberg, Oreg., VOR 166° radials; thence 10-mile wide airway to the Portland, Oreg., VOR; thence via the INT of the Portland VOR 353° and the Seattle, Wash., VOR 197° radials; INT of the Seattle VOR 197° and the Hoquiam, Wash., VOR 095° radials; thence 10-mile wide airway to the Seattle, Wash., VOR;" is deleted and "thence 10-mile wide airway via the Portland, Oreg., VOR; to the INT of the Portland VOR 353° and the Seattle, Wash., VOR 197° radials; thence 12-mile wide airway to the INT of the Seattle VOR 197° and the Hoquiam, Wash., VOR 095° radials; thence 10-mile wide airway to the Seattle VOR;" is substituted therefor.

These amendments shall become effective 0001 e.s.t. January 11, 1962.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on October 30, 1961.

D. D. THOMAS,
Director, Air Traffic Service.

[F.R. Doc. 61–10546; Filed, Nov. 3, 1961; 8:46 a.m.]

[Airspace Docket No. 61–WA–44]

PART 600—DESIGNATION OF FEDERAL AIRWAYS

PART 601—DESIGNATION OF CONTROLLED AIRSPACE, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS, AND POSITIVE CONTROL AREAS

Designation of Federal Airway and Associated Control Areas

On April 25, 1961, a notice of proposed rule making was published in the FEDERAL REGISTER (26 F.R. 3541) stating that the Federal Aviation Agency proposed to designate low altitude VOR Federal airway No. 530 from Texico, N. Mex., to Childress, Tex., and to designate the control areas associated with V–530 to extend upward from 1,200 feet above the surface, or if appropriate, 500 feet below the minimum IFR en route altitude when established, to the base of the continental control area. On August 1, 1961, an Alteration of Proposal was published in the FEDERAL REGISTER (26 F.R. 6861) stating that the control area associated with Victor 530 from Texico to Childress would extend upward from 700 feet above the surface to the base of the continental control area.

No adverse comments were received regarding the proposed amendments.

Interested persons have been afforded an opportunity to participate in the making of the rules herein adopted, and due consideration has been given to all relevant matter presented.

The substance of the proposed amendments having been published, therefore, pursuant to the authority delegated to me by the Administrator (25 F.R. 12582) and for the reasons stated in the Notice, Parts 600 and 601 (14 CFR Parts 600, 601) are amended by adding the following sections:

§ 600.6530 VOR Federal airway No. 530 (Texico, N. Mex., to Childress, Tex.).

From the Texico, N. Mex., VOR to the Childress, Tex., VOR.

§ 601.6530 VOR Federal airway No. 530 control areas (Texico, N. Mex., to Childress, Tex.).

All of VOR Federal airway No. 530.

These amendments shall become effective 0001 e.s.t., January 11, 1962.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on October 30, 1961.

D. D. THOMAS,
Director, Air Traffic Service.

[F.R. Doc. 61–10545; Filed, Nov. 3, 1961; 8:46 a.m.]

[Airspace Docket No. 61–WA–147]

PART 600—DESIGNATION OF FEDERAL AIRWAYS

PART 601—DESIGNATION OF CONTROLLED AIRSPACE, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS, AND POSITIVE CONTROL AREAS

Alteration of Federal Airways and Associated Control Areas

The purpose of these amendments to §§ 600.6037, 600.6133, 600.6143, 600.6296, 601.6133, 601.6143, and 601.6296 is to change the name of the Charlotte, N.C., VOR to Fort Mill, S.C., VOR in the descriptions of VOR Federal airways Nos. 37, 133, 143 and 296 and in the captions of the control areas associated with Victor 133, 143, and 296 in order to correctly reflect the name of this facility.

Since these amendments are editorial in nature and impose no additional burden on any person, notice and public procedure hereon are unnecessary and they may be made effective immediately.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 12582), the following actions are taken:

1. Section 600.6037 (14 CFR 600.6037, 26 F.R. 1032) is amended to read:

§ 600.6037 VOR Federal airway No. 37 (Savannah, Ga., to Hagersville, Ontario, Canada).

That airspace over United States territory from the Savannah, Ga., VORTAC via the INT of the Savannah VORTAC 346° and the Allendale, S.C., VOR 174° radials; Allendale VOR, including a W alternate via the INT of the Savannah VOR 282° and the Allendale VOR 194° radials; Columbia, S.C., VOR; Fort Mill, S.C., VOR, including a W alternate via the INT of the Columbia VOR 329° and the Fort Mill VOR 209° radials; Pulaski, Va., VOR, including a W alternate from the Fort Mill VOR to the Pulaski VOR via the Hickory, N.C., VOR; Elkins, W. Va., VORTAC; Morgantown, W. Va., VORTAC; Pittsburgh, Pa., VORTAC; Ellwood City, Pa., VORTAC; Erie, Pa., VORTAC; to the INT of the Erie VORTAC 005° and the London, Ontario, Canada, VOR 093° radials.

2. Section 600.6133 (14 CFR 600.6133) is amended to read:

§ 600.6133 VOR Federal airway No. 133 (Fort Mill, S.C., to Traverse City, Mich.).

From the Fort Mill, S.C., VOR via the Hickory, N.C., VOR Charleston, W. Va., VORTAC; Zanesville, Ohio, VOR; Tiverton, Ohio, VOR; Mansfield, Ohio, VORTAC; Sandusky, Ohio, VORTAC; INT of the Waterville, Ohio, VORTAC 058° and the Salem Mich., VORTAC 140° radials; Salem VORTAC; Flint, Mich., VORTAC; Saginaw, Mich., VOR; to the Traverse City, Mich., VOR excluding the portion which coincides with R–5502.

3. Section 600.6143 (14 CFR 600.6143) is amended to read:

§ 600.6143 VOR Federal airway No. 143 (Fort Mill, S.C., to Washington, D.C.).

From the Fort Mill, S.C., VOR via the Greensboro, N.C., VOR, including a W alternate via the INT of the Fort Mill VOR 005° and the Greensboro VOR 238° radials; Lynchburg, Va., VORTAC; to the Montebello, Va., VOR. From the Front Royal, Va., VOR to the INT of the Martinsburg, W. Va., VORTAC direct radial to the Washington, D.C., VOR and the Herndon, Va., VORTAC direct radial to the Harrisburg, Pa. VORTAC.

4. Section 600.6296 (14 CFR 600.6296) is amended to read:

§ 600.6296 VOR Federal airway No. 296 (Asheville, N.C., to Fort Mill, S.C.).

From the Asheville, N.C., VORTAC to the Fort Mill, S.C., VOR.

5. Section 601.6133 (14 CFR 601.6133) is amended to read:

§ 601.6133 VOR Federal airway No. 133 control areas (Fort Mill, S.C., to Traverse City, Mich.).

All of VOR Federal airway No. 133.

6. Section 601.6143 (14 CFR 601.6143) is amended to read:

§ 601.6143 VOR Federal airway No. 143 control areas (Fort Mill, S.C., to Washington, D.C.).

All of VOR Federal airway No. 143, including a W alternate, but excluding the airspace between the main airway and the W alternate.

7. Section 601.6296 (14 CFR 601.6296) is amended to read:

§ 601.6296 VOR Federal airway No. 296 control areas (Asheville, N.C., to Fort Mill, S.C.).

All of VOR Federal airway No. 296.

These amendments shall become effective upon the date of publication in the FEDERAL REGISTER.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on October 30, 1961.

D. D. THOMAS,
Director, Air Traffic Service.

[F.R. Doc. 61–10549; Filed, Nov. 3, 1961; 8:46 a.m.]

[Airspace Docket No. 61–FW–98]

PART 601—DESIGNATION OF CONTROLLED AIRSPACE, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS, AND POSITIVE CONTROL AREAS

Alteration of Control Area Extension

The purpose of this Amendment to § 601.1053 of the Regulations of the Administrator is to alter the description of the Houston, Tex., control area extension.

The Houston control area extension is presently designated as the airspace bounded by a line beginning at latitude 30°22'00'' N., longitude 94°03'00'' W.; thence clockwise along the arc of a 25-mile radius circle centered on the Beaumont, Tex., radio range to latitude 29°38'35'' N., longitude 94°00'00'' W.; to latitude 29°37'30'' N., longitude 94°00'00'' W.; thence 3 nautical miles from and parallel to the shoreline to latitude 28°23'20'' N., longitude 96°17'30'' W.; thence clockwise along the arc of a 25-mile radius circle centered on the Palacios, Tex., radio range to latitude 28°55'00'' N., longitude 96°38'45'' W.; to latitude 29°58'30'' N., longitude 95°58'-30'' W.; thence clockwise along the arc of a 50-mile radius circle centered on the Houston, Tex., radio beacon to latitude 30°20'25'' N., longitude 95°17'00'' W.; to the point of beginning.

Damage from hurricane Carla and deterioration from age have rendered the Palacios and Beaumont low frequency radio ranges beyond economical repair. These facilities are no longer required for air traffic service and have been programed for early decommissioning. Since the Houston control area extension is described in part by reference to these facilities, action is taken herein to redescribe the Houston control area extension to eliminate such references. This action will not alter the extent of controlled airspace associated with the Houston control area extension.

Since this amendment is minor in nature and imposes no additional burden on the public, notice and public procedure hereon are unnecessary and it may be made effective immediately.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 12582), § 601.1053 (26 F.R. 5390) is amended to read:

§ 601.1053 Control area extension (Houston, Texas).

That airspace bounded by a line beginning at latitude 30°22'00'' N., longitude 94°03'00'' W., thence clockwise along the arc of a 25-mile radius circle centered on latitude 30°00'34'' N., longitude 94°02'18'' W. to latitude 29°38'35'' N., longitude 94°00'00'' W., thence south to latitude 29°37'30'' N., longitude 94°00'00'' W., thence southwesterly 3 nautical miles from and parallel to the shoreline to latitude 28°23'20'' N., longitude 96°17'30'' W., thence clockwise along the arc of a 25-mile radius circle centered on latitude 28°44'45'' N., longitude 96°17'00'' W. to latitude 28°55'00'' N., longitude 96°38'45'' W., thence northeasterly to latitude 29°58'30'' N., longitude 95°58'30'' W., thence clockwise along the arc of a 50-mile radius circle centered on latitude 29°37'05'', longitude 95°15'00'' to latitude 30°20'25'' N., longitude 95°17'00'' W. thence east to the point of beginning.

This amendment shall become effective upon the date of publication in the FEDERAL REGISTER.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on October 30, 1961.

D. D. THOMAS,
Director, Air Traffic Service.

[F.R. Doc. 61–10548; Filed, Nov. 3, 1961; 8:46 a.m.]

[Airspace Docket No. 61–LA–28]

PART 601—DESIGNATION OF CONTROLLED AIRSPACE, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS, AND POSITIVE CONTROL AREAS

Designation of Control Zone

On July 29, 1961, a notice of proposed rule making was published in the FEDERAL REGISTER (26 F.R. 6818) stating that the Federal Aviation Agency proposed to designate a control zone at Troutdale, Oreg.

No adverse comments were received regarding this proposal.

Interested persons have been afforded an opportunity to participate in the making of the rule herein adopted, and due consideration has been given to all relevant matter presented.

The substance of the proposed amendment having been published, therefore, pursuant to the authority delegated to me by the Administrator (25 F.R. 12582) and for the reasons stated in the notice, Part 601 (14 CFR 601) is amended by adding the following section:

§ 601.2494 Troutdale, Oreg., control zone.

Within a 3-mile radius of the Troutdale Airport, Troutdale, Oreg. (latitude 45°33'00'' N., longitude 122°23'50'' W.) excluding the portion which conincides with the Portland International Airport, Restricted Area/Military Climb Corridor (R–5703). This control zone shall be effective from 0600 to 2200 P.s.t., daily.

This amendment shall become effective 0001 e.s.t., January 11, 1962.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on October 30, 1961.

D. D. THOMAS,
Director, Air Traffic Service.

[F.R. Doc. 61–10550; Filed, Nov. 3, 1961; 8:46 a.m.]

[Reg. Docket No. 923; Amdt. 242]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to standard instrument approach procedures contained herein are being adopted to become effective when indicated in order to promote safety. The revised procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the revised procedures specify the complete procedure and indicate the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice, procedure and effective date provisions of section 4 of the Administrative Procedure Act would be contrary to the public interest and is therefore not required.

Pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 609 is amended as follows:

1. The low or medium frequency range procedures prescribed in § 609.100(a) are amended to read in part:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
BLI VOR	BG LFR	Direct	1500	T-dn	300–1	300–1	200–½
Custer Int* (Final)	BG LFR	Direct	900	C-dn	700–1	700–1	700–1½
White Rock Int	BG LFR	Direct	1500	S-dn-12**	500–1	500–1	500–1
				A-dn	800–2	800–2	800–2

Procedure turn W side NW crs, 295° Outbnd, 115° Inbnd, 1500′ within 10 miles.
Minimum altitude over facility on final approach crs, 900′.
Crs and distance, facility to airport, 114°—2.6.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.6 mi, turn right, climb to 1500′ on NW crs BG LFR within 10 mi.
*Custer Int: Int NW crs BG LFR and BLI VOR R–205.
**Straight-in minimums authorized only if aircraft ADF is operational and is utilized from BG LFR to Rnwy 12.

City, Bellingham; State, Wash.; Airport Name, Bellingham Municipal; Elev., 158′; Fac. Class., SBRAZ; Ident., BG; Procedure No. 1, Amdt. 9; Eff. Date, 11 Nov. 61; Sup. Amdt. No. 8; Dated, 27 Oct. 56

Port Chester FM	LA-LFR (Final)	Direct	*1500	T-dn¢	300–1	300–1	200–½
				C-dn#	700–1	700–2	700–2
				S-dn-22#*	500–1	500–1	500–1
				A-dn	800–2	800–2	800–2

Procedure turn N side NE crs, 043° Outbnd, 223° Inbnd, 1900′ within 10 miles.
Minimum altitude over facility on final approach crs, 1500′** (1000′** authorized after New Rochelle MHW).
Crs and distance, facility to airport, 223°—2.8.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.8 miles after passing LaGuardia LFR, climb to 1500′ on SW crs LaGuardia LFR to Flatbush FM. Hold at Flatbush FM right turns, one-minute, 043° Inbnd.
CAUTION: Standard clearance not provided over obstructions in final approach area and in missed approach area. Bridge towers 383′ msl 2.5 mi NE; tank 422′ msl 2 mi North.
NOTE: LaGuardia LFR must be monitored aurally if ADF approach is made on this procedure.
*If New Rochelle MHW not received, straight-in minimums not authorized.
**Descent to landing minimums authorized only after passing LaGuardia LFR.
¢Takeoff minimums for Rnwy 4 and 31 will not be less than 200–1 during periods when tower advisories indicate presence of surface ships in channel.
#AIR CARRIER NOTE: Sliding scale not authorized for landings on Rnwy 13, 31, and 22.

City, New York; State, N.Y.; Airport Name, LaGuardia; Elev., 20′; Fac. Class., SABRAZ; Ident., LA; Procedure No. 1, Amdt. 8; Eff. Date, 11 Nov. 61; Sup Amdt. No. 7; Dated, 23 Apr. 60

SZI MHW	SJ LFR	Direct	2000	T-dn	300–1	300–1	200–½
EVE LFR	SJ LFR	Direct	2000	C-dn	800–2	800–2	800–2
Burton Int	SJ LFR	Direct	2000	A-dn	800–2	800–2	800–2
TM LFR	SJ LFR	Direct	2000				
SE LOM	SJ LFR (Final)	Direct	1200				
BF LOM	SJ LFR	Direct	2000				
Vashon Int	SJ LFR	Direct	2000				

Radar transitions and vectoring using Seattle-Tacoma Radar authorized in accordance with approved radar patterns.
Procedure turn E side of S crs, 176° Outbnd, 356° Inbnd, 2000′ within 10 miles. NA beyond 10 miles.
Minimum altitude over facility on final approach crs, 1200′.
Crs and distance, facility to airport, 290°—2.1.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.1 miles, climb to 2000′ direct to BF LOM or, when directed by ATC, turn left, climb to 2000′ on 224° crs from SJ LFR to Vashon Int or climb to 2000′ on NW crs SJ LFR within 10 mi.
CAUTION: 606′ tank 3 miles W and 578′ tower 3½ miles NW of Boeing Field.

City, Seattle; State, Wash.; Airport Name, King County (Boeing Field); Elev., 17; Fac. Class., SABRAZ; Ident., SJ; Procedure No. 1, Amdt. 16; Eff. Date, 11 Nov. 61; Sup. Amdt. No. 15; Dated, 13 Aug. 60

LFR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Vashon Int	SJ–LFR	Direct	2000	T–dn	300–1	300–1	200–½
Hobart FM	SJ–LFR	Direct	4000	C–dn	500–1	500–1	500–1½
EVE LFR	SJ–LFR	Direct	2000	A–dn	800–2	800–2	800–2
SZI RBn	SJ–LFR (Final)	Direct	1200				
TM–LFR	SJ–LFR	Direct	2000				
SE LOM	SJ–LFR	Direct	2000				
BF LOM	SJ–LFR (Final)	Direct	1500				

Radar transitions and vectoring using Seattle-Tacoma Radar authorized in accordance with approved radar patterns.
Procedure turn, W side NW crs, 297° Outbnd, 117° Inbnd, 2000′ within 10 miles.
Minimum altitude over SZI RBn on final approach crs, 1500′; over SJ–LFR, 1200′.
Crs and distance, facility to airport, 194°–3.5.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.5 miles, climb to 2000′ on S crs SJ–LRF to SE LOM or, when directed by ATC, turn right, climb to 2000′ on 224° crs from SJ–LFR to Vashon Int.
CAUTION: Terrain and trees to 591′ msl located immediately North and Northeast of airport.

City, Seattle; State, Wash.; Airport Name, Seattle-Tacoma International; Elev., 428′; Fac. Class., SABRAZ; Ident., SJ; Procedure No. 1, Amdt. 16; Eff. Date, 11 Nov. 61; Sup. Amdt. No. 15; Dated, 13 Aug. 60

2. The automatic direction finding procedures prescribed in § 609.100(b) are amended to read in part:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in natuical miles unless otherwise indicated, except visibilities which are in statute miles.
If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T–dn	300–1	300–1	300–1
				C–dn	500–1	500–1	500–1½
				A–dn*	NA	NA	NA

Procedure turn S side of crs, 231° Outbnd, 051° Inbnd, 1800′ within 10 miles.
Minimum altitude over facility on final approach crs, 1300′.
Crs and distance, facility to airport, 051°—2.9.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.9 mi, make a right climbing turn returning to LWM MHW facility at 1800′. Hold LWM MHW, right turns, one-minute pattern 051° inbnd.
NOTES: Runway 18–36 not authorized at night (no lights). Runway 18–36 not authorized for aircraft with stall speed more than 65 K. Facility operated by City.
*Alternate minimums of 800–2 authorized for those who have previous arrangement for weather service at the airport.

City, Lawrence; State, Mass.; Airport Name, Municipal; Elev., 165′; Fac. Class., MHW; Ident., LWM; Procedure No. 1, Amdt. 4; Eff. Date, 11 Nov. 61; Sup. Amdt. No. 3; Dated, 8 July 61

Surry Int*	LOM	Direct	1500	T–dn	300–1	300–1	200–½
Norfolk VOR	LOM	Direct	1500	C–dn	400–1	500–1	500–1½
Franklin VOR	LOM	Direct	1500	S–dn–6	400–1	400–1	400–1
Bacons Castle MHW	LOM	Direct	1500	A–dn	800–2	800–2	800–2
Hopewell VOR	LOM	Direct	1500				
Cape Charles VOR#	LOM	Direct	1500				

Radar transitions and vectoring authorized in accordance with approved patterns.
Procedure turn West side of crs, 244° Outbnd, 064° Inbnd, 1100′ within 10 miles of LOM.
Minimum altitude over facility on final approach crs, 800′.
Crs and distance, facility to airport, 064°—2.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.7 miles after passing LOM, climb to 1500′ on crs 320°, then proceed to LOM.
*Surry Int: Int ORF–VOR R–303 and FKN–VOR R–033.
#ATC approval required before using Cape Charles transition.

City, Newport News; State, Va.; Airport Name, Patrick Henry; Elev., 41′; Fac. Class., LOM; Ident., PH; Procedure No. 1, Amdt. 9; Eff. Date, 11 Nov. 61; Sup. Amdt. No. 8; Dated, 17 Dec. 60

Flatbush Int	LOM	Direct	1500	T–dn*	300–1	300–1	200–½
				C–dn**	700–1	700–2	700–2
				S–dn–4**	500–1	500–1	500–1
				A–dn	800–2	800–2	800–2

Radar transitions authorized in accordance with approved radar patterns.
Procedure turn South side of crs, 224° Outbnd, 044° Inbnd, 1500′ S of Flatbush Int but within 10 mi of LOM.
Minimum altitude over facility on final approach crs, 1200′.
Crs and distance, facility to airport, 044°—3.9 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 mi after passing LOM, climb to 2500′ on crs 043° or NE crs LaGuardia LFR to New Rochelle RBn. Hold New Rochelle RBn right turns, one-minute, 043° inbnd.
NOTE: LaGuardia LFR must be monitored during ADF approach.
CAUTION: (1) Standard clearance not provided over obstructions in missed approach area. (2) Unlighted obstructions in approach zone (Runway 4) protruding 40′ above lights at beginning of approach lightlane decreasing to 10′ above lights at 1100′ from approach end of runway. (3) Tower 415′ msl 3.8 mi SW; tower 390′ msl 3.5 mi SW; bldg 968′ msl 6.7 mi SW.
*Takeoff minimums for Rnwy 4 and 31 will not be less than 200–1 during such periods when tower advisories indicate presence of surface ships in channel.
**AIR CARRIER NOTE: Sliding scale not authorized for landing on Rnwys 13/31 and 22.

City, New York; State, N.Y.; Airport Name, La Guardia; Elev., 20′; Fac. Class., LOM; Ident., LG; Procedure No. 1, Amdt. 15; Eff. Date, 11 Nov. 61; Sup. Amdt. No. 14 (ADF portion Comb. ILS–ADF); Dated, 27 May 61

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
RST-VOR	RST LOM	Direct	2500	T-dn	300–1	300–1	200–½
ODI-VOR	Bell Int*	Direct	2600	C-dn	400–1	500–1	500–1½
Bell Int*	RST LOM (Final)	Direct	2500	S-dn-31	400–1	400–1	400–1
Byron Int**	RST LOM	Direct	2500	A-dn	800–2	800–2	800–2

Procedure turn North side crs, 127° Outbnd, 307° Inbnd, 2500′ within 10 miles.
Crs and distance, facility to airport, 307°—4.27 miles.
Minimum altitude over facility on final approach crs, 2500′.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.27 miles, climb to 2800′ on 307° crs from LOM within 20 mi or, when directed by ATC, make left climbing turn to 3000′, proceed direct to the RST-VOR.
*Bell Int: Int RST-VOR R-076 and 307° brng to LOM.
**Byron Int: Int RST-VOR R-351 and 127° brng to LOM.

City, Rochester; State, Minn.; Airport Name, Rochester Municipal; Elev., 1310′; Fac. Class. LOM; Ident., RS; Procedure No. 1, Amdt. 3; Eff. Date, 11 Nov. 61; Sup. Amdt. No. 2; Dated, 23 Sept. 61

3. The very high frequency omnirange (VOR) procedures prescribed in § 609.100(c) are amended to read in part:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn	300–1	300–1	200–½
				C-d	800–1	800–1	800–1½
				C-n	800–2	800–2	800–2
				A-dn	800–2	800–2	800–2

Procedure turn S side of crs, 282° Outbnd, 102° Inbnd, 3500′ within 10 miles.
Minimum altitude over facility on final approach crs, 3000′.
Crs and distance, facility to airport, 102°—9.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 9.5 miles, climb to 3100 on R-101 within 20 miles.
CAUTION: Towers—2032′ msl 2.6 mi WNW; 2115′ msl 5.2 mi NW; 2007′ msl 6.8 mi NW; 2685′ msl 8.2 mi SSE; 2778′ msl 7.9 mi SSW.

City, Abilene; State, Tex.; Airport Name, Municipal; Elev., 1778′; Fac. Class., BVOR; Ident., ABI; Procedure No. VOR 1, Amdt. Orig.; Eff. Date, 11 Nov. 61

Albany LFR	ABY-VOR	Direct	1600	T-dn	300–1	300–1	*300–1
				C-dn	500–1	500–1	500–1½
				S-dn-16	500–1	500–1	500–1
				A-dn	800–2	800–2	800–2

Radar transition altitude, 000° through 360°, 1600′ within 25 miles. All bearings and distances are from radar antenna site with sector azimuths progressing clockwise. Radar control must provide 3 miles or 1000′ vertical separation; or 3 to 5 miles and 500′ vertical separation from the following towers: 719′ MSL 22 miles WNW, 1362′ MSL 20 miles SSE.
Procedure turn W side crs, 333° Outbnd, 153° Inbnd, 1600′ within 10 miles.
Minimum altitude over facility on final approach crs, 1100′.
Crs and distance, facility to airport, 153°—5.1.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.1 mi, climb to 1600′ on R-172 within 20 mi of ABY-VOR.
*200–½ authorized for takeoff Runway 3–21 only.

City, Albany; State, Ga.; Airport Name, Municipal; Elev., 196′; Fac. Class., BVOR; Ident., ABY; Procedure No. 1, Amdt. 9; Eff. Date, 11 Nov. 61; Sup. Amdt. No. 8; Dated, 15 Aug. 59

Taft Int	HSV VOR	Direct	2500	T-dn	300–1	300–1	200–½
HSV VOR	Factory Int (Final)#	Direct	1400	C-dn	800–1½	900–1½	900–2
				S-dn	*700–1	*700–1	*700–1
				A-dn	1000–2	1000–2	1000–2

Procedure turn W side of crs, 338° Outbnd, 158° Inbnd, 2500′ within 10 miles.
Minimum altitude over facility on final approach crs, 2500′; over Factory Int#, 1400′*.
Crs and distance, facility to airport, 158°—6.5 miles; Factory Int# to airport, 158°—3.9 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.5 miles of HSV VOR, climb to 3000′ on R-158 within 20 miles.
#Factory Int: HSV-VOR R-158, HUA-VOR R-030, or 256° brng to HUA RBn.
*If #Factory Int not received, descent below 1400′ NA and straight-in landing minima are 800′.

City, Huntsville; State, Ala.; Airport Name, Huntsville; Elev., 619′; Fac. Class., BVOR; Ident., HSV; Procedure No. 1, Amdt. 6; Eff. Date, 11 Nov. 61; Sup. Amdt. No. 5; Dated, 10 Sept. 60

Nashville LFR	BNA-VOR	Direct	2000	T-dn	300–1	300–1	200–½
				C-dn	400–1	500–1	500–1½
				S-dn-31	400–1	400–1	400–1
				A-dn	800–2	800–2	800–2

Procedure turn N side of crs, 131° Outbnd, 311° Inbnd, 2000′ within 10 miles.
Minimum altitude over facility on final approach crs, 1600′.
Crs and distance, facility to airport, 318°—4.1 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.1 miles, climb to 3000′ on R-335 within 20 miles.
CAUTION: High tension line 138′ above field elevation between the VOR station and the airport.
AIR CARRIER NOTE: Takeoff with less than 200–½ NA on Rnwy 15.

City, Nashville; State, Tenn.; Airport Name, Berry Field; Elev., 605′; Fac. Class., BVORTAC; Ident., BNA Procedure No. 1, Amdt. 8; Eff. Date, 11 Nov. 61; Sup. Amdt. No. 7; Dated, 7 Oct. 61

PROCEDURE CANCELLED, EFFECTIVE 11 NOVEMBER 1961. ALL ACTIVITIES MOVED TO NEW VICTORIA COUNTY AIRPORT.

City, Victoria; State, Tex.; Airport Name, Victoria County; Elev., 121′; Fac. Class., BVOR; Ident., AOE; Procedure No. 1, Amdt. 1; Eff. Date, 8 Oct. 60; Sup. Amdt. No. Orig.; Dated, 6 June 59

4. The terminal very high frequency omnirange (TerVOR) procedures prescribed in § 609.200 are amended to read in part:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-23	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn North side of crs, 050° Outbnd, 230° Inbnd, 3400′ within 10 miles.
Minimum altitude over facility on final approach crs, 2800′.
Crs and distance, breakoff point to approach end of Runway 23, 225°—0.25 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 3400′ on JST-VOR R-230 within 10 miles. Make a left turn, return to VOR, hold Northeast inbnd crs 230° one-minute, right turns.

City, Johnstown; State, Pa.; Airport Name, Cambria County; Elev., 2284′; Fac. Class., BVOR-DME; Ident., JST; Procedure No. TerVOR-23, Amdt. Orig.; Eff. Date, 11 Nov. 61

				T-dn	300-1	300-1	300-1
				C-dn	800-1	800-1	800-1½
				S-dn-20R	800-1	800-1	800-1
				A-dn	1000-2	1000-2	1000-2

Procedure turn North side of crs, 015° Outbnd, 195° Inbnd, 2100′ within 10 miles.
Minimum altitude over facility on final approach crs, 1200′.
Facility on airport.
Crs and distance, breakoff point to approach end of Runway 20R, 205°—0.7 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, turn left, climb to 3000′ on R-111 PSC-VOR within 10 miles.
CAUTION: Prohibited area 6 miles NW of airport.

City, Pasco; State, Wash.; Airport Name, Pasco; Elev., 401′; Fac. Class., L-BVOR, Ident., PSC; Procedure No. TerVOR-20R, Amdt. 1; Eff. Date, 11 Nov. 61; Sup. Amdt. No. Orig.; Dated, 29 Apr. 61

				T-dn	300-1	300-1	300-1
				C-dn	800-1	800-1	800-1½
				S-dn-29R	800-1	800-1	800-1
				A-dn	1000-2	1000-2	1000-2

Procedure turn East side of crs, 111° Outbnd, 291° Inbnd, 2100′ within 10 miles.
Facility on airport.
Minimum altitude over facility on final approach crs, 1200′.
Crs and distance, breakoff point to approach end of Runway 29R, 295°—0.5.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, turn right, climb to 3000′ on R-015 within 10 miles.
CAUTION: Prohibited area 6 miles NW of airport.

City, Pasco; State, Wash.; Airport Name, Pasco; Elev., 401′; Fac. Class., L-BVOR; Ident., PSC; Procedure No. TerVOR-29R, Amdt. 1; Eff. Date, 11 Nov. 61; Sup. Amdt. No. Orig.; Dated, 3 June 61

Rush VHF Int	ROC-VOR	Direct	1200	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn*-1	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn East side of crs. 177° Outbnd, 357° Inbnd, 2000′ within 10 miles.
Facility on airport.
Minimum altitude over facility on final approach crs, 1200′.
Crs and distance, break-off point to approach end of Rnwy 1, 007°—0.4 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile, climb to 2000′ on R-357 within 10 miles or, when directed by ATC, make a left climbing turn, return to Rush Int at 2000′.
AIR CARRIER NOTE: Takeoff on Rnwy 12 and landing on Rnwy 30 NA.

City, Rochester; State, N.Y.; Airport Name, Rochester-Monroe County; Elev., 560′; Fac. Class., BVOR; Ident., ROC; Procedure No. TerVOR-1, Amdt. 3; Eff. Date, 11 Nov. 61; Sup. Amdt. No. 2; Dated, 2 Sept. 61

5. The very high frequency omnirange-distance measuring equipment (VOR/DME) procedures prescribed in § 609.300 are amended to read in part:

VOR-DME STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	

PROCEDURE CANCELLED, EFFECTIVE 11 NOVEMBER 1961.

City, Abilene; State, Tex.; Airport Name, Municipal; Elev., 1778′; Fac. Class., BVOR-DME; Ident., ABI; Procedure No. VOR/DME-Arpt. Amdt. 3; Eff. Date. 2 July 60; Sup. Amdt. No. 2; Dated, 2 Apr. 60

VOR–DME STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Perryville FM/Int (R–258/29 mi. DME fix)	R–256/13 mi DME fix	Direct	3000	T–dn C–dn A–dn	300–1 600–1 800–2	300–1 600–1 800–2	200–½ 600–1½ 800–2

Procedure turn, 4000′, teardrop, 245° Outbnd, turn right at R–245/15 mi fix, start descent to 3000′, intercept 076° Inbnd. Not authorized beyond 20 miles.
Minimum altitude over R–256/13 mi fix, 3000′; over R–256/9.3 mi fix, 2000′.
Crs and distance, R–256/9.3 mi fix to airport, 076°—2.3 miles.
If visual contact not established upon descent to authorized landing minimums before reaching 7.0 mi fix, climb to 4000′ on R–076 within 10 miles of VOR.
CAUTION: Hills and tower 2987′ 6 mi SSW of airport.
NOTE: When authorized by ATC, DME may be used within 15 miles at 4000′ 160° clockwise through 340° and at 3000′ 250° clockwise through 270°, to position aircraft for a straight-in approach with elimination of procedure turn.

City, Phoenix; State, Ariz.; Airport Name, Sky Harbor Municipal; Elev., 1122′; Fac. Class. BVORTAC; Ident., PHX; Procedure No. 2, Amdt. Orig.; Eff. Date, 11 Nov. 61

				T–dn C–dn S–dn–26L A–dn	300–1 600–1 500–1 800–2	300–1 600–1 500–1 800–2	200–½ 600–1½ 500–1 800–2

Procedure turn, teardrop, 058° Outbnd, turn right, intercept 256° Inbnd, 4000′ within 10 miles.
Minimum altitude over VOR on final approach crs, 2500′; over R–256/3.0 mi. fix, 1900′.
Crs and distance, VOR to airport, 256°—5.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.5 mi, climb to 4000′ on R–258 within 20 mi or, when directed by ATC, climb to 3000′ on R–258, make a right climbing turn and return to VOR at 4000′.
NOTE: When authorized by ATC, DME may be used within 8 miles at 4000′ to position aircraft for a straight-in approach with the elimination of the procedure turn.
CAUTION: Hills and tower 2987′ 6 mi SSW of airport. 3312′ terrain 15 mi ENE of airport.

City, Phoenix; State, Ariz.; Airport Name, Sky Harbor Municipal; Elev., 1122′; Fac. Class., BVORTAC; Ident., PHX; Procedure No. VOR/DME–26L, Amdt. Orig.; Eff. Date, 11 Nov. 61

6. The instrument landing system procedures prescribed in § 609.400 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
OXR–VOR	ILS W crs	057°—18	5000	T–dn#	300–1	300–1	300–1
Saugus Int	LOM	Direct	5100	C–d*	900–1½	900–1½	900–1½
Malibu Int	LOM	Direct	5000	C–n*	900–2	900–2	900–2
Pt. Dume Int	LOM	Direct	5000	S–dn–7	300–¾	300–¾	300–¾
Newhall LFR	LOM	Direct	5000	A–dn	900–2	900–2	900–2
Fillmore VOR	Woodland Int%	Direct	5000				
Int LAX–VOR R–277 and Lake Hughes VOR R–169.	Woodland Int%	Direct	5000				
Twin Lakes Int	Woodland Int%	Direct	5000				
Woodland Int%	LOM (Final)	Direct	2800				

Radar transitions and vectoring using Burbank Radar authorized in accordance with approved Radar patterns.
Procedure turn S side of crs, 256° Outbnd, 076° Inbnd, 4000′ within 10 miles of LOM. Beyond 10 mi NA.
Minimum altitude at glide slope interception inbnd, 2800′.
Altitude of G.S. and distance to appr end of Rnwy at OM, 2738′—6.0 mi; at MM, 1355′—1.7 mi; at LIM, 924′—0.4 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished immediate right turn, climbing to 4000′ on W crs BUR ILS within 10 mi West of LOM or, when directed by ATC, climb to 3000′ on SE crs BUR LFR, turn right, return to LFR climbing to 5000′, or climb to 5000′ on SE crs BUR LFR within 15 mi.
CAUTION: High terrain NE and E of airport.
AIR CARRIER NOTES: Sliding scale prohibited below ¾ mi for takeoff on Rnwys 7, 15, 33, and for straight-in landing minima. Sliding scale NA for circling minima.
NOTES: All components of ILS system must be utilized. Nonstandard installation. Localizer antenna at approach end of runway.
#200–½ authorized for takeoff on Rnwy 25 only.
*Maneuvering NE and E of airport NA.
%Woodland Int: Int BUR ILS W crs and Fillmore VOR R–111.

City, Burbank; State, Calif.; Airport Name, Lockheed Air Terminal; Elev., 775′; Fac. Class., ILS; Ident., I–BUR; Procedure No. ILS–7, Amdt. 13; Eff. Date, 11 Nov. 61 or upon com. of BUR LOM; Sup. Amdt. No. 12; Dated, 27 Aug. 60

PROCEDURE CANCELLED, EFFECTIVE 11 NOVEMBER 1961.

City, Milwaukee; State, Wis.; Airport Name, General Mitchell; Elev., 698′; Fac. Class., ILS; Ident., I–MKE; Procedure No. ILS–19, Amdt. 4; Eff. Date, 10 Oct. 59; Sup. Amdt. No. 3; Dated, 12 Sept. 59

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Cape Charles VOR#	LOM	Direct	1500	T-dn	300-1	300-1	200-½
Norfolk VOR	LOM	Direct	1500	C-dn	400-1	500-1	500-1½
Franklin VOR	LOM	Direct	1500	S-dn-6*	200-½	200-½	200-½
Hopewell VOR	LOM	Direct	1500	A-dn	600-2	600-2	600-2
Surry Int**	LOM	Direct	1500				

Radar transitions and vectoring authorized in accordance with approved patterns.
Procedure turn West side of SW crs, 244° Outbnd, 064° Inbnd, 1100′ within 10 mi of LOM.
Minimum altitude at glide slope int inbnd, 1100′.
Altitude of glide slope and distance to approach end of Rny at OM, 965′—2.7 mi; at MM, 272′—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 1500′ to the Williamsburg Int. Hold SE one-minute right turns.
*400-1 required with glide slope inoperative.
**Surry Int: Int ORF-VOR R-303 and FKN-VOR R-033.
#ATC approval required before using Cape Charles transition.

City, Newport News; State, Va.; Airport Name, Patrick Henry; Elev., 41′; Fac. Class., ILS; Ident., I-PHF; Procedure No. ILS-6, Amdt. 10; Eff. Date, 11 Nov. 61; Sup. Amdt. No. 9; Dated, 1 July 61

La Guardia LFR	LOM	Direct	2500	T-dn¢	300-1	300-1	200-½
Glen Cove RBn	LOM	Direct	2500	C-dn#	700-1	700-2	700-2
Flatbush FM	LOM (Final)	Direct	1500	S-dn-4#*	400-¾	400-¾	400-¾
				A-dn	600-2	600-2	600-2

Radar vectors may be substituted for the above transitions.
Procedure turn S side SW crs, 224° Outbnd, 044° Inbnd, 1500′ S of Flatbush FM but within 10 mi of LOM.
Minimum altitude at G.S. int inbnd ILS 1500, minimum altitude over LOM inbnd final 1200 ADF.
Altitude of G.S. and distance to appr end of rny at OM 1310—3.9, at MM 295°—0.7.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2500′ on NE crs LA-LFR to New Rochelle RBn. Hold at New Rochelle RBn right turns, one-minute, 043° inbnd.
CAUTION: (1) Standard clearance not provided over obstructions in final approach area, circling area of airport, and in missed approach area. (2) Unlighted obstructions in approach zone (Rnwy 4) protruding 40′ above lights at beginning of approach lightlane decreasing to 10′ above lights at 1100′ from approach end of runway. (3) Tower 415′ msl 3.8 mi SW, tower 390′ msl 3.5 mi SW, Bldg 968′ msl 6.7 mi SW.
*500-1 required with any component of the ILS inoperative.
¢Takeoff minimums for Runway 4 and 31 will not be less than 200-1 during period when tower advisories indicate presence of surface ships in channel.
#AIR CARRIER NOTE: Sliding scale not authorized for landing on Runways 13, 31, and 22.

City, New York; State, N.Y.; Airport Name, LaGuardia; Elev., 20′; Fac. Class., ILS; Ident., I-LGA; Procedure No. ILS-4, Amdt. 15; Eff. Date, 11 Nov. 61; Sup. Amdt. No. 14; Dated, 27 May 61 (ILS portion Comb. ILS-ADF)

Harbor View Int	Holland Int (Final)	Direct	2000	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-25	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar transitions and vectoring authorized in accordance with approved radar patterns.
Procedure turn N side of crs, 069° Outbnd, 249° Inbnd, 2600′ within 10 miles of Holland Int.
No glide slope or markers. Descend to landing minimums after passing Holland Int. Minimum altitude over Holland Int, 2000′.
Brng and distance, Holland Int to Rnwy 25, 249°—5.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.5. mi after passing Holland Int., climb straight ahead to 2000′ on 249° crs to Toledo LOM.
CAUTION: Building 865′ 1¾ mi S of middle marker.

City, Toledo; State, Ohio; Airport Name, Toledo Express; Elev., 684′; Fac. Class., ILS; Ident., I-TOL; Procedure No. ILS-25, Amdt. 4; Eff. Date, 11 Nov. 61; Sup. Amdt. No. 3; Dated, 17 Jan. 59

7. The radar procedures prescribed in § 609.500 are amended to read in part:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Radar terminal area maneuvering sectors and altitudes				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
		Within:		Surveillance approach			
345°	215°	20 mi	2000				
215°	345°	20 mi	2500	T-dn#	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-30L	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar control will provide 1000′ vertical clearance within a 3-mile radius of 500′ vertical clearance within a 3-to 5-mile (inclusive) radius of radio towers 1680′ msl 23 miles WNW, 2049′ msl 9 mi NW and 1054′ msl 14 mi N.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 3000′ on NW crs ILS (305°) within 20 miles or, when directed by ATC, (1) turn right, climb to 2000′, proceed direct to VOR or (2) turn right, climb to 2000′, proceed direct to AUS RBn.
#All aircraft are restricted to 300-1 minima for takeoff on Runways 3-21, 16L-34R, and 12L-30R.

City, Austin; State, Tex.; Airport Name, Mueller Municipal; Elev., 631′ ;Fac. Class. and Ident., Austin Radar; Procedure No. 1, Amdt. Orig.; Eff. Date, 11 Nov. 61

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				Precision approach			
				T-dn¢	300–1	300–1	200–½
				C-dn#	700–1	700–2	700–2
				S-dn-4#*	400–¾	400–¾	400–¾
				A-dn	600–2	600–2	600–2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 1500′ on NE crs LaGuardia LFR to New Rochelle RBn. Hold New Rochelle RBn, right turns, one-minute, 043° Inbnd.

CAUTION: (1) Circling minimums do not provide standard clearance over obstructions. (2) Unlighted obstructions in approach zone (Rnwy 4) protruding 40′ above lights at beginning of approach lightlane decreasing to 10′ above lights at 1100′ from approach end of runway.

¢Takeoff minimums for Runway 4 and 31 will not be less than 200–1 during periods when tower advisories indicate presence of surface ships in channel.

*500–1 required with approach lights inoperative.

#AIR CARRIER NOTE: Sliding scale not authorized for landing on Runways 13, 31, and 22.

City, New York; State, N.Y.; Airport Name, LaGuardia; Elev., 20′; Fac. Class. and Ident., LaGuardia Radar; Procedure No. 1, Amdt. 8; Eff. Date, 11 Nov. 61; Sup. Amdt. No. 7; Dated, 11 Jan. 58

These procedures shall become effective on the dates specified therein.

(Secs. 313(a), 307(c), 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))

Issued in Washington, D.C., on October 9, 1961.

G. S. MOORE,
Acting Director, Flight Standards Service.

[F.R. Doc. 61–9840; Filed, Nov. 3, 1961; 8:45 a.m.]

[Reg. Docket No. 932; Amdt. 243]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to standard instrument approach procedures contained herein are being adopted to become effective when indicated in order to promote safety. The revised procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the revised procedures specify the complete procedure and indicate the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice, procedure and effective date provisions of section 4 of the Administrative Procedure Act would be contrary to the public interest and is therefore not required.

Pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 609 is amended as follows:

1. The low or medium frequency range procedures prescribed in § 609.100(a) are amended to read in part:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
PROCEDURE CANCELLED, EFFECTIVE 18 NOV. 61.							

City, Beaumont; State, Tex.; Airport Name, Jefferson County Municipal; Elev., 16′; Fac. Class., SBMRLZ; Ident., BT; Procedure No. 1, Amdt. 8; Eff. Date, 27 May 61; Sup. Amdt. No. 7; Dated, 14 Dec. 57

Grand Island VOR		Direct	3100	T-dn	300–1	300–1	200–½
				C-dn	400–1	500–1	500–1½
				A-dn	800–2	800–2	800–2

Procedure turn W side N crs, 345° Outbnd, 165° Inbnd, 3100′ within 10 miles.
Minimum altitude over facility on final approach crs, 2400′.
Crs and distance, facility to airport, 165°—1.3.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.3 miles, climb to 3700′ on South crs within 20 miles.

City, Grand Island; State, Nebr.; Airport Name, Grand Island Municipal; Elev., 1,846′; Fac. Class., SBMRLZ; Ident., GI; Procedure No. 1, Amdt. 10; Eff. Date, 18 Nov. 61; Sup. Amdt. No. 9; Dated, 29 Oct. 55

LFR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Flatbush FM	LOM (Final)	043—6.3	*1200	T-dn¢	300–1	300–1	200–½
				C-dn#	700–1	700–2	700–2
				S-dn-4#	500–1	500–1	500–1
				A-dn	800–2	800–2	800–2

Procedure turn S side SW crs, 223° Outbnd, 043° Inbnd, 1500′ S of Flatbush FM but within 10 miles of LOM.
Minimum altitude over facility on final approach crs, *1200 (over LGA OM).
Crs and distance, facility to airport, 043°—3.9 (from LGA OM).
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles of LGA OM, climb to 2500′ on NE crs LA LFR to New Rochelle RBn. Hold New Rochelle RBn, right turns, one minute, 043° inbnd.
CAUTION: Standard obstruction clearance not provided over obstructions in final approach area and in missed approach area. Tower 415′ msl 3.8 mi SW, tower 390′ msl 3.5 mi SW, building 968′ msl 6.7 mi SW.
NOTE: LaGuardia LFR must be monitored aurally if ADF approach is made on this procedure.
*Descent to landing minimums authorized after passing LGA OM.
¢Takeoff minimums for Rnwy 4 & 31 will not be less than 200–1 during periods when tower advisories indicate presence of surface ships in channel.
#AIR CARRIER NOTE: Sliding scale not authorized for landings on Rnwys 13, 31 and 22.

City, New York; State, N.Y.; Airport Name, LaGuardia; Elev., 20′; Fac. Class., SABRAZ; Ident., LA; Procedure No. 2, Amdt. 7; Eff. Date, 18 Nov. 61; Sup. Amdt. No. 6; Dated, 27 Feb. 60

PROCEDURE CANCELLED, EFFECTIVE 18 NOV. 1961, OR UPON DECOMMISSIONING OF THE LFR.

City, Reno; State, Nev.; Airport Name, Municipal; Elev., 4,411′; Fac. Class., SBRAZ; Ident., RNO; Procedure No. 1, Amdt. 7; Eff. Date, 5 Sept. 59; Sup. Amdt. No. 6; Dated, 8 Aug. 59

Shuttle: To 6000′ on West crs of Unalakleet LFR.				T-dn	300–1	300–1	200–½
				C-dn	500–2	500–2	500–2
				S-dn	NA	NA	NA
				A-dn	1000–2	1000–2	1000–2

Procedure turn S side W crs, 270° Outbnd, 090° Inbnd, 1100′ within 10 mi.
After crossing range on initial, proceed outbnd on West crs not below 2800′ for two minutes before starting descent to procedure turn altitude.
Minimum altitude on final approach crs, 500′. Descent to 500′ immediately after completion of procedure turn.
Crs and distance, facility to airport, 270°—1.1 mi.
If visual contact not established upon descent to 500′, turn right, climb to 2800′ on W crs (270°) Unalakleet LFR within 20 miles. VFR flight required from missed approach point to airport.
CAUTION 1. Terrain rising to 800′ 1.5 miles North of airport. Terrain rising to 396′ 1.1 miles NE of UNK–LFR. 2. No. maneuvering authorized North through East of airport. 3. After completion of procedure turn, all maneuvering on final approach will be made S of crs.

City, Unalakleet; State, Alaska; Airport Name, Unalakleet; Elev., 21′; Fac. Class., SBRAZ; Ident., UNK; Procedure No. 1, Amdt. 8; Eff. Date, 18 Nov. 61; Sup. Amdt. No. 7; Dated, 14 Apr. 56

2. The automatic direction finding procedures prescribed in § 609.100(b) are amended to read in part:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Atlantic City VOR	LOM	Direct	1500	T-dn	300–1	300–1	200–½
Vineland Int	LOM	Direct	1500	C-dn	600–1	600–1	600–1½
				S-dn-13	600–1	600–1	600–1
				A-dn	800–2	800–2	800–2

Radar vectoring authorized in accordance with approved radar patterns.
Procedure turn South side of crs, 308° Outbnd, 128° Inbnd, 1500′ within 10 miles.
Minimum altitude over facility on final approach crs, 1000′.
Crs and distance, facility to airport, 128°—4.3 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 mi after passing LOM, make a right climbing turn and proceed direct to the LOM at 1500′. Hold West one-minute right turns, inbound crs 128°.
CAUTION: Radar tower 226′ MSL 0.7 mi SW approach end of Runway 4.
Other change: Deletes transition from AY–LFR.

City, Atlantic City; State, N.J.; Airport Name, Nat'l. Aviation Facilities Experimental Center; Elev., 76′; Fac. Class., LOM; Ident., AC; Procedure No. 1, Amdt. 2; Eff. Date, 18 Nov. 61; Sup. Amdt. No. 1; Dated, 13 May 61

BPT VOR	LOM	Direct	1400	T-dn	300–1	300–1	200–½
Mitchell Int	LOM (Final)	Direct	1000	C-dn	400–1	500–1	500–1½
				S-dn-11	400–1	400–1	400–1
				A-dn	800–2	800–2	800–2

Procedure turn S side NW crs, 293° Outbnd, 113° Inbnd, 1400′ within 10 mi. Beyond 10 mi NA.
Minimum altitude over LOM on final approach crs, 1000′.
Crs and distance, LOM to airport, 113°—4.8 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.8 mi after passing LOM, climb to 1400′ on crs of 113° within 20 miles.
Major changes: Deletes transition from BT–LFR. Deletes alternate missed approach procedure.

City, Beaumont; State, Tex.; Airport Name, Jefferson County; Elev., 16′; Fac. Class., LOM; Ident., BP; Procedure No. 1, Amdt. 4; Eff. Date, 18 Nov. 61; Sup. Amdt. No. 3; Dated, 27 May 61

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
CRP VOR	LOM	Direct	1400	T-dn	300–1	300–1	200–½
CP RBn	LOM	Direct	1400	C-dn	*400–1	*500–1	*500–1½
Robstown Int	LOM	Direct via R–040	1800	S–dn–13	*400–1	*400–1	*400–1
Sinton Int	San Pat Int%	ALI–VOR	1400	A–dn	800–2	800–2	800–2
San Pat Int%	LOM (Final)	Direct	1400				

Procedure turn W side of NW crs, 307° Outbnd, 127° Inbnd, 1800′ within 10 mi. Beyond 10 mi NA.
Minimum altitude over facility on final approach crs, 1400′.
Crs and distance, facility to airport, 127°—4.8 mi; Tank Fix# to airport, 127°—1.6 mi.
If visual contact not established upon descent to authorized landing minimums of if landing not accomplished within 4.8 miles, turn left, climb to 1500′ direct to CRP–VOR and proceed outbound on R–045 within 20 miles or, when directed by ATC, turn right, climb to 1800′ on CRP–VOR R–227 within 20 mi.
Other change: Deletes Radar terminal area data.
*If Tank Fix# not received, ceiling minimum is 600′.
#Tank Fix: Brng 127° from LOM & CRP–VOR R–210.
%San Pat Int: Int ALI–VOR R–040 & 127° brng to the LOM, or CRP ILS NW crs.

City, Corpus Christi; State, Tex.; Airport Name, International; Elev., 44′; Fac. Class., LOM; Ident., CR; Procedure No. 1, Amdt. 6; Eff. Date, 18 Nov. 61; Sup. Amdt. No. 5; Dated, 13 May 61

Woodstown VOR	LOM	Direct	1800	T–dn	300–1	300–1	200–½
				C–dn	500–1	500–1	500–1½
				S–dn–9	500–1	500–1	500–1
				A–dn	800–2	800–2	800–2

Radar transitions and vectoring authorized in accordance with approved radar patterns.
Procedure turn South side W crs, 265° Outbnd, 085° Inbnd, 1800′ within 10 miles of LOM.
Minimum altitude over facility on final approach crs, 1400′.
Crs and distance, facility to airport, 085°—5.9 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished with 5.9 miles after passing LOM, climb to 1800′ on West Chester VOR R–104 to Echelon Int.
CAUTION: Water tower 180′ MSL 2.0 mi West of approach end of Runway 9, 360′ tower .8 mi East 1.4 mi North of OM.
Other change: Deletes transition from Boothwyn FM.

City, Philadelphia; State, Pa.; Airport Name, International; Elev., 14′; Fac. Class., LON; Ident., PH; Procedure No. 1, Amdt. 16; Eff. Date, 18 Nov. 61; Sup. Amdt. No. 15; Dated, 16 Sept. 61

3. The very high frequency omnirange (VOR) procedures prescribed in § 609.100(c) are amended to read in part:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T–dn	300–1	300–1	200–½
				C–dn	400–1	500–1	500–1½
				A–dn	800–2	800–2	800–2

Procedure turn S side of crs, 236° Outbnd, 056° Inbnd, 1200′ within 10 mi. Beyond 10 mi NA.
Minimum altitude over facility on final approach crs, 1000′.
Crs and distance, facility to airport, 056°—4.6.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 mi, climb to 1400′ on R–067 within 20 mi. or, when directed by ATC, climb to 1400′ on R–050 within 20 mi.
Major change: Deletes transition from BT–LFR.

City, Beaumont; State, Tex.; Airport Name, Jefferson County Municipal; Elev., 16′; Fac. Class., BVOR; Ident., BPT; Procedure No. 1, Amdt. 5; Eff. Date, 18 Nov. 61; Sup. Amdt. No. 4; Dated, 27 May 61

CP RBn	CRP VOR	Direct	1400	T–dn	300–1	300–1	200–½
				C–dn	700–1	700–1	700–1½
				S–dn	700–1	700–1	700–1
				A–dn	800–2	800–2	800–2

Procedure turn W side of crs, 011° Outbnd, 191° Inbnd, 1400′ within 10 mi. Beyond 10 mi NA.
Minimum altitude over facility on final approach crs, 1100′.
Crs and distance, facility to airport, 191°—7.9 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.9 miles, turn left, climb to 1500′ on R–045 within 20 miles or, when directed by ATC, turn right, climb to 1800′ on R–227 CRP–VOR within 20 miles.
Other changes: Deletes radar terminal area data.

City, Corpus Christi; State, Tex.; Airport Name, International; Elev., 44′; Fac. Class., BVORTAC; Ident., CRP; Procedure No. 1, Amdt. 4; Eff. Date, 18 Nov. 61; Sup. Amdt. No. 3; Dated, 25 Feb. 61

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-d	1000-2	1000-2	1000-2
				T-n*	2000-2	2000-2	2000-2
				C-d	1300-2	1300-2	1300-2
				C-n	2000-2	2000-2	2000-2
				A-dn	2500-2	2500-2	2500-2

Procedure turn S side of final approach crs, 067° Outbnd, 247° Inbnd. 4500′ within 10 miles. Beyond 10 miles NA.
Minimum altitude over facility on final approach course 3300′.
Course and distance, facility to airport, 247°—4.4 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.4 miles, climb to 3000′ on 247° radial. Make a climbing right turn within 10 miles and return to LEB VOR at 5000′. Hold on R-067, right turns, one minute, 247° Inbnd.
NOTE: Sliding scale NA. No reduction in takeoff or landing visibility minimums authorized for local conditions.
CAUTION: High terrain in vicinity of airport and all directions from airport.
AIR CARRIER NOTE: Night takeoffs and landings on Runway 7 NA.
*Runway 25 authorized for takeoff only.

City, Lebanon; State, N.H.; Airport Name, Lebanon-Regional; Elev., 580′; Fac. Class., BVOR; Ident., LEB; Procedure No. 1, Amdt. 5; Eff. Date, 18 Nov. 61; Sup. Amdt. No. 4; Dated, 21 Oct. 61

Int Little Rock R 134 and PBF R-359	PBF-VOR (Final)	Direct	800	T-dn	300-1	300-1	200-½
Pine Bluff Rbn	PBF-VOR	Direct	1700	C-dn	400-1	500-1	500-1½
				S-dn-17	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 359° Outbnd, 179° Inbnd, 1500′ within 10 miles.
Minimum altitude over facility on final approach crs, 800′.
Crs and distance, facility to airport, 179°—3.9.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles, make immediate right turn, returning to the PBF VOR at 1500′.

City, Pine Bluff; State, Ark.; Airport Name, Grider Field; Elev., 205′; Fac. Class., BVOR; Ident., PBF; Procedure No. 1, Amdt. 4: Eff. Date, 18 Nov. 61; Sup. Amdt. No. 3; Dated, 9 Jan. 60

Cashmere Int	EAT VOR	Direct	7000	T-dn	1000-1	1000-1	1000-1
				C-dn	1900-1	1900-1	1900-1½
				A-dn	2000-2	2000-2	2000-2

Procedure turn N side of crs, 102° Outbnd, 282° Inbnd, 4500′ within 10 mi.
Minimum altitude over facility on final approach crs, 3100′.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, turn left, climb to 4500′ on R-102 within 15 mi.
CAUTION: High terrain in all quadrants.

City, Wenatchee; State, Wash.; Airport Name, Pangborn Field; Elev., 1245′; Fac. Class., L-BVOR; Ident., EAT; Procedure No. 1, Amdt. Orig.; Eff. Date, 18 Nov. 61

				T-dn	300-1	300-1	300-1
				C-d	500-1	500-1	600-1½
				C-n	500-2	500-2	600-2
				S-d-33	500-1	500-1	500-1
				S-n-33	500-2	500-2	500-2
				A-dn	NA	NA	NA

Procedure turn East side of crs, 046° Outbnd, 226° Inbnd, 1500′ msl within 10 mi.
Minimum altitude over facility on final approach crs, 1100′.
Crs and distance, facility to airport, 234°—6.8 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.8 miles, climb to 1000′ straight ahead, make a right turn and return to Sea Isle VOR at 1500′.
NOTE: Instrument clearance and void time obtained by telephone with Milville Radio or Atlantic City Approach Control. Close flight plan by telephone with Milville Radio or Atlantic City Approach Control.

City, Wildwood; State, N.J.; Airport Name, Cape May County; Elev., 22′; Fac. Class., M—VORW; Ident., SIE; Procedure No. 1, Amdt. Orig.; Eff. Date, 18 Nov. 61

4. The terminal very high frequency omnirange (TerVOR) procedures prescribed in § 609.200 are amended to read in part:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Meadow Int*	ACY-VOR (Final)	Direct	#500	T-dn	300-1	300-1	200-½
5 mile DME Fix or 5 mile radar Fix	ACY-VOR (Final)	Direct	#500	C-dn#	400-1	500-1	500-1½
				S-dn-4#	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved radar patterns.
Procedure turn East side of crs, 229° Outbnd, 049° Inbnd, 1500′ within 10 mi.
Minimum altitude over facility on final approach crs, 500′#.
Breakoff point to approach end of Runway, 037°—0.45 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, turn left and climb to 1500′ on CYN-VOR R-213 to Nesco Int. Hold North, 1 minute right turns, inbnd crs, 213°.
CAUTION: Radar tower 226′ msl 0.7 mi SW approach end of Runway 4.
Other change: Deletes transition from Pleasantville Int.
*Meadow Int: Int Atlantic City VOR R-229 & Millville VOR R-129.
#Maintain 600′ until after passing Meadow Int* or 5 mile Fix. If Meadow Int* or 5 mile Fix not received, ceiling minimum of 500′ is applicable for landing.

City, Atlantic City; State, N.J.; Airport Name, Nat'l Aviation Facilities Experimental Center; Elev., 76′; Fac. Class., VORTAC; Ident., ACY; Procedure No. TerVOR-4 Amdt. 2; Eff. Date, 18 Nov. 61; Sup. Amdt. No. 1; Dated, 24 Dec. 60

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Great Bay Int*	ACY-VOR (Final)	Direct	#500	T-dn	300–1	300–1	200–½
5 mile DME Fix or 5 mile Radar Fix	ACY-VOR (Final)	Direct	#500	C-dn#	400–1	500–1	500–1½
				S-dn-31#	400–1	400–1	400–1
				A-dn	800–2	800–2	800–2

Radar vectoring authorized in accordance with approved radar patterns.
Procedure turn North side of crs, 121° Outbnd, 301° Inbnd, 1500′ within 10 mi.
Minimum altitude over facility on final approach crs, 500′.
Breakoff point to approach end of Runway, 307°—0.3 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, turn right and climb to 1500′ on CYN-VOR R-213 to Nesco Int. Hold North, 1 minute right turns, inbnd crs 213°.
CAUTION: Radar tower 226′ msl 0.7 mi SW approach end of Runway 4.
Other change: Deletes transition from Oceanville Int.
*Great Bay Int: Int Atlantic City VOR R-121 & Barnegat VOR R-218.
#Maintain 900′ until after passing Great Bay Int or 5 mile Fix. If Great Bay Int* or 5 mile Fix not received, ceiling minimum of 800′ is applicable for landing.

City, Atlantic City; State, N.J.; Airport Name, Nat'l Aviation Facilities Experimental Center; Elev., 76′; Fac. Class., VORTAC; Ident., ACY; Procedure No. Ter VOR-31, Amdt. 2; Eff. Date, 18 Nov. 61; Sup. Amdt. No. 1; Dated, 24 Dec. 60

Greentown Int	OKK-VOR	Direct	2400	T-dn	300–1	300–1	200–½
OKK-RBn	OKK-VOR	Direct	2400	C-d	500–1	500–1	500–1½
MZZ-VOR	OKK-VOR	Direct	2400	C-n	500–1½	500–1½	500–1½
Fairmont Int	OKK-VOR	Direct	2400	S-d-22	500–1	500–1	500–1
				S-n-22	500–1½	500–1½	500–1½
				A-dn**	NA	NA	NA
				Following minimums apply if Final Approach Fix* is identified:			
				C-d	400–1	500–1	500–1½
				C-n	400–1½	500–1½	500–1½
				S-d-22	400–1	400–1	400–1
				S-n-22	400–1½	400–1½	400–1½

Procedure turn East side of final approach crs, 039° Outbnd, 219° Inbnd, 2400′ within 10 miles.
Facility on airport.
Minimum altitude over facility on final approach crs, 1300′; after final approach fix*, 1200′.
Crs and distance, final approach fix* to airport, 219°—1.7 mi; breakoff point to Rnwy 22, 225°—0.5 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of OKK-VOR, make immediate left turn climbing to 2400′ on heading of 130° and return to VOR.
NOTE: Nonstandard Procedure Turn: Bunker Hill AFB west. All aircraft except scheduled air carriers obtain Bunker Hill AFB weather prior to IFR approach.
*Final Approach Fix: OKK-VOR R-039 and MZZ-VOR R-283 or OKK-VOR R-039 and 354° brng from OKK "H" facility. Dual operating Omni receivers required or operating Omni and ADF.
**800–2 authorized for Air Carrier with approved weather reporting service.

City, Kokomo; State, Ind.; Airport Name, Kokomo Municipal; Elev., 827′; Fac. Class., BVOR; Ident., OKK; Procedure No. TerVOR-22, Amdt. Orig.; Eff. Date, 18 Nov. 61

Oakwood Int	MWC VOR	Direct	2700	T-dn	300–1	300–1	200–½
Cardinal Int	MWC VOR	Direct	2700	C-d	800–1	800–1	800–1½
MKE VOR	MWC VOR	Direct	2600	C-n	800–2	800–2	800–2
MK LOM	MWC VOR	Direct	2700	S-dn-15	800–1	800–1	800–1
				A-dn	800–2	800–2	800–2
				Following minimums apply after passing Germantown Int*			
				C-d	500–1	500–1	500–1½
				C-n	500–2	500–2	500–2
				S-dn-15	500–1	500–1	500–1

Radar transitions to MWC VOR authorized according to approved patterns.
Radar vectoring to final approach course inbound approved according to approved patterns.
Procedure turn W side of crs, 336° Outbnd, 156° Inbnd, 2800′ within 10 mi.
Facility on airport.
Minimum altitude over facility on final approach crs, 1500′.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mi, make right climbing turn to 2600′ and proceed direct to MKE VOR or, when directed by ATC, (1) Make right climbing turn to 2900′, hold NW on the MWC VOR R-336. Aircraft on missed approach may be radar controlled after radar identification.
*Germantown Int: Int MCW-VOR R-336 & MKE-VOR R-062.

City, Milwaukee; State, Wis.; Airport Name, Timmerman; Elev., 745′; Fac. Class., BVOR; Ident., MWC; Procedure No. TVOR-15, Amdt. 1; Eff. Date, 18 Nov. 61; Sup. Amdt. No. Orig.; Dated, 2 Sept. 61

Sargo Int	Loma Int* (Final)	Direct	1400	T-dn#	300–1	300–1	200–½
Mission Bay VOR	Loma Int*	Direct	1700	C-dn	800–2	800–2	800–2
Lemon Grove Int	SAN-VOR	Direct	2600	S-dn-9	600–1	600–1	600–1
				A-dn	800–2	800–2	800–2

Radar transitions and vectoring using Miramar Radar authorized in accordance with approved radar patterns.
Procedure turn S side crs, 272° Outbnd, 092° Inbnd, 1500′ within 10 miles of Loma Int.*
Minimum altitude over Loma Int,* 1400′.
Crs and distance, Loma Int* to airport, 092°—4.5 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at SAN-VOR, make immediate left climbing turn to 2500′ on SAN-VOR R-323 to Mt Dad Int or, when directed by ATC, make right climbing turn to 2000′ on SAN-VOR R-135 within 10 miles.
CAUTION: Buildings and terrain 472′ MSL 0.5 mi East of airport. 281′ trees and terrain 1.2 mi before Runway threshold.
*Loma Int: Int SAN-VOR R-272 & MNB-VOR R-228.
#500–1 required for takeoff on Runway 9.

City, San Diego; State, Calif.; Airport Name, Lindbergh; Elev., 15′; Fac. Class., L-VOR; Ident., SAN; Procedure No. TerVOR-9, Amdt. 8; Eff. Date, 18 Nov. 61; Sup. Amdt. No. 7; Dated, 30 Sept. 61

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Cajon Int*	Sweetwater Int**	Direct	3600	T-dn#	300-1	300-1	200-½
Sweetwater Int**	Encanto Int*** (final)	Direct	1500	C-dn	800-2	800-2	800-2
				A-dn	800-2	800-2	800-2

Radar transitions and vectoring using Miramar radar authorized in accordance with approved radar patterns.
Procedure turn NA. Final approach crs inbnd, 271°.
Minimum altitude over Encanto Int. on final approach crs, 1500′.
Crs and distance, facility to airport, 271°—4.9 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.9 miles of Encanto Int, turn right, climb to 2500′ on SAN-VOR R-323 to Mt. Dad Int or, when directed by ATC, climb to 1500′ on SAN-VOR R-272 to Sargo Int.
CAUTION: 281′ trees and terrain between LOM and LMM. Buildings and terrain 467′ MSL 0.5 mi East of airport.
*Cajon Int: Int MNB R-076 and JLI R-203.
**Sweetwater Int: Int San R-091 and 331° brng to NKX Rbn.
***Encanto Int: Int San R-091 and 352° brng to NKX Rbn.
#500-1 required for take-off Runway 9.

City, San Diego; State, Calif.; Airport Name, Lindbergh; Elev., 15′; Fac. Class., VOR; Ident., SAN; Procedure No. Ter VOR (R-091), Amdt. 1; Eff Date, 18 Nov. 61; Sup. Amdt. No. Orig.; Dated, 26 Aug. 61

5. The instrument landing system procedures prescribed in § 609.400 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
If an instrument approach procedure of the above type is conducted at the below named airport, it shall be accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Vineland Int	LOM	Direct	1500	T-dn	300-1	300-1	200-½
Atlantic City VOR	LOM	Direct	1500	C-dn	400-1	500-1	500-1½
				S-dn-13	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

Radar vectoring authorized in accordance with approved radar patterns.
Procedure turn South side of crs, 308° Outbnd, 128° Inbnd, 1500′ within 10 mi.
Minimum altitude at Glide Slope interception inbnd, 1300′.
Altitude of Glide Slope and distance to approach end of Runway at OM, 1300′—4.3 mi; at MM, 270′—0.5 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished turn left and climb to 1500′ on CYN-VOR R-213 to Nesco Int. Hold North, 1-minute right turns, inbound crs 213°.
CAUTION: Radar tower 226′ MSL 0.7 mi SW approach end Runway 4.
Other Change: Deletes transition from AY-LFR.

City, Atlantic City; State, N.J.; Airport Name, Nat'l Aviation Facilities Experimental Center; Elev., 76′; Fac. Class., ILS; Ident., I-ACY; Procedure No. ILS-13, Amdt. 3; Eff. Date, 18 Nov. 61; Sup. Amdt. No. 2; Dated, 24 Dec. 60

Beaumont VOR	LOM	Dierct	1400	T-dn	300-1	300-1	200-½
Marsh Int	LOM	Direct	1400	C-dn	400-1	500-1	500-1½
Mitchell Int	LOW (Final)	Direct	1400	S-dn-11	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

Procedure turn S side NW crs 293° Outbnd, 113° Inbnd, 1400′ within 10 mi. Beyond 10 mi. NA.
Minimum altitude at glide slope int inbnd, 1400′.
Alt. of G.S. and dist. to approach end of Rwy at OM 1400′—4.8 mi; at MM 215′—0.4.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 1400′ on SE crs ILS within 20 mi or, when directed by ATC, turn left, climb to 1400′ on R-067 BPT-VOR.
Major changes: Deletes transition from Beaumont LFR. Deletes second alternate missed approach procedure.

City, Beaumont; State, Tex.; Airport Name, Jefferson County Municipal; Elev., 16′; Fac. Class., ILS; Ident., I-BPT; Procedure No. ILS-11, Amdt. 3; Eff. Date, 18 Nov. 61; Sup. Amdt. No. 2; Dated 13 Aug. 60

CRP-VOR	LOM	Direct	1400	T-dn	300-1	300-1	200-½
CP RBn	LOM	Direct	1400	C-dn	400-1	500-1	500-1½
Robstown Int	LOM	Direct	1800	S-dn-13	200-½	200-½	200-½
Sinton Int	LOM	Direct via R-040	1400	A-dn	600-2	600-2	600-2
Sinton Int	San Pat Int*	ALI-VOR	1400				
San Pat Int*	LOM (Final)	Direct	1400				

Procedure turn W side of NW crs, 307° Outbnd, 127° Inbnd, 1800′ within 10 mi. Beyond 10 mi. NA.
Minimum altitude at Glide Slope Intersection Inbnd, 1400′.
Altitude of Glide Slope and distance to approach end of Rnwy at LOM, 1400′—4.8 mi; at LMM, 244′—0.5 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished turn left, climb to 1500′ direct to CRP-VOR and proceed outbound on R-045 within 20 miles or, when directed by ATC, turn right, climb to 1800′ on CRP-VOR R-227 within 20 mi.
Other change: Deletes radar terminal area data.
*San Pat Int: Int ALI-VOR R-040 & CRP ILS NW crs.

City, Corpus Christi; State, Tex.; Airport Name, International; Elev., 44′; Fac. Class., ILS; Ident., I-CRP; Procedure No. ILS-13, Amdt. 4; Eff. Date, 18 Nov. 61; Sup. Amdt. No. 3; Dated 13, May 61

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Holland Int	LOM	Direct	2000	T-dn**	300-1	300-1	200-½
EVV-VOR	LOM	Direct	2000	C-d	600-1	600-1	600-1½
Princeton Int	LOM	Direct	2000	C-n	600-2	600-2	600-2
Mt. Vernon Int	LOM	Direct	2000	S-dn-21*	400-1	400-1	400-1
Augusta Int	LOM (Final)	Via EVV R-046 & NE crs. ILS	2000	A-dn#	600-2	600-2	600-2
New Haven Int	LOM	Direct	2000				

Procedure turn N side NE crs, 035° Outbnd, 215° Inbnd, 2000′ within 10 miles.
Minimum altitude at G.S. in inbnd, 1800′.
Altitude of G.S. and distance to approach end of rny at OM 1704—3.9, at MM 631—0.5.
**300-1 on rny 9-27.
*500-1 required with glide slope inoperative. Inoperative ILS components provisions regarding approach lights not applicable.
#All installed components of ILS must be operating; otherwise, alternate minimums of 800-2 apply.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing LOM, make left climbing turn, climb to 2000′ on 180 crs from LMM (or airport) to R-080, proceed to EVV-VOR on R-080. If further instructions not received, hold SW of VOR at 2000′. When directed by ATC: (1) Make climbing right turn, climb to 2000′ on 300° crs from LMM (or airport) until intercepting R-355, then proceed N on R-355 for 2 minutes. If no further instructions given, return to VOR on R-355 at 2000′ and hold.
AIR CARRIER NOTE: Sliding scale authorized only on rny 3-21 and 18-36.
CAUTION: Radio Tower 993′ MSL 3.6 miles SW of airport.

City, Evansville; State, Ind.; Airport Name, Dress Memorial; Elev., 389′; Fac. Class., ILS; Ident., I-EVV; Procedure No. ILS-21, Amdt. 8; Eff Date, 18 Nov. 61; Sup Amdt. No. 7; Dated, 3 Dec. 60

Woodstown VOR	LOM	Direct	1800	T-dn*	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-9**	%200-½	%200-½	%200-½
				A-dn	600-2	600-2	600-2

Radar transitions and vectoring authorized in accordance with approved radar patterns.
Procedure turn S side W crs, 265° Outbnd, 085° Inbnd, 1800′ within 10 miles of LOM.
Minimum altitude at Glide Slope interception inbnd, 1800′.
Altitude of Glide Slope and distance to approach end of Runway at OM, 1800′—5.9 mi; at MM, 215′—0.6 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 1800′ on West Chester VOR R-104 to Echelon Int.
CAUTION: Water tower 180′ MSL 2.0 miles West of approach end of Runway 9.
Other change: Deletes transition from Boothwyn FM.
%500-1 required with glide slope inoperative.
*Runway Visual Range 2000′# also authorized for takeoff on Runway 9 in lieu of 200-½ when 200-½ is authorized; providing associated high intensity runway lights are operational.
**Runway Visual Range (RVR) 2000′# also authorized for landing on Runway 9, provided all components of the ILS, high intensity runway lights, approach lights, condenser discharge flashers, middle and outer compass locators, and all related airborne equipment are in satisfactory operating condition. Descent below 214′ MSL shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.
#2600′ RVR applies when 200′ runway light spacing in use.

City, Philadelphia; State, Pa.; Airport Name, International; Elev., 14′; Fac. Class., ILS; Ident., I-PHL; Procedure No. ILS-9, Amdt. 16; Eff. Date, 18 Nov. 61; Sup. Amdt. No. 15; Dated, 16 Sept. 61

Sargo Int	LOM (Final)	Direct	1000	T-dn*	300-1	300-1	200-½
Lemon Grove Int	LOM	Direct	2500	C-dn	800-2	800-2	800-2
LaJolla FM/Mt. Dad Int	LOM	Direct	1500	S-dn-9	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Radar transitions and vectoring using Miramar Radar authorized in accordance with approved radar patterns.
Procedure turn S side of crs, 271° Outbnd, 091° Inbnd, 1500′ within 10 mi.
Minimum altitude over LOM on final approach crs, 1000′.
Crs and distance, LOM to airport, 091°—2.7 mi.
No Glide Slope. Descent to landing minimums authorized after passing LOM.
CAUTION: 281′ trees and terrain between LOM and LMM.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at LMM, make immediate left climbing turn to 2500′ on SAN-VOR R-323 or 330° crs from LMM to Mt Dad Int or, when directed by ATC, make a right climbing turn to 2000′ on SAN-VOR R-135 within 10 miles.
CAUTION: Buildings and terrain 472′ MSL 0.5 mi East of airport.
*500-1 required for Runway 9.

City, San Diego; State, Calif.; Airport Name, Lindbergh; Elev., 15′; Fac. Class., ILS; Ident., I-SAN; Procedure No. ILS-9, Amdt. 2; Eff. Date, 18 Nov. 61; Sup. Amdt. No. 1; Dated, 12 Aug. 61

Cajon Int*	Sweetwater Int**	Direct	3600	T-dn#	300-1	300-1	200-½
Sweetwater Int**	Encanto Int*** (final)	Direct	1500	C-dn	800-2	800-2	800-2
				A-dn	800-2	800-2	800-2

Radar transitions and vectoring using Miramar Radar authorized in accordance with approved radar patterns.
Procedure turn N.A. Final approach crs. Inbound 271°.
Minimum altitude over Encanto Int. on final approach crs, 1500′.
Crs and distance, Encanto Int. to airport, 271°—4.9 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.9 miles of Encanto Intersection turn right, climb to 2500′ on SAN VOR R-323 to Mt. Dad Int., or when directed by ATC, climb to 1500′ on SAN VOR R-272 to Sargo Int.
CAUTION: 281′ trees and terrain between LOM and LMM. Buildings and terrain 467′ MSL 0.5 mi East of airport.
*Cajon Int: Int MNB R-076 and JLI R-203.
**Sweetwater Int: East crs. SAN ILS and 331° brng to NKX Rbn.
***Encanto Int: Int East crs. SAN ILS and 352° brng to NKX Rbn.
#500-1 required for take-off Runway 9.

City, San Diego; State, Calif.; Airport Name, Lindbergh; Elev., 15′; Fac. Class., ILS; Ident., I-SAN; Procedure No. ILS-27, Amdt. 1; Eff. Date, 18 Nov. 61; Sup. Amdt. No. Orig.; Dated, 26 Aug. 61

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
SI-LFR	LOM	Direct	2000	T-dn	300–1	300–1	200–½
SPI-VOR	LOM	Direct	2000	C-dn	400–1	500–1	500–1½
Int R-209 SPI-VOR and/or SW crs SI-LFR and R-312 VLA-VOR.	LOM	Direct	2000	S-dn-4	200–½	200–½	200–½
				A-dn	600–2	600–2	600–2
Int R-101 SPI-VOR and 250°-070° Brg SPI LOM.	LOM	Direct	2600				
Int R-265 SPI VOR and 125°-305° Brg SPI LOM.	LOM	Direct	2000				

Procedure turn S side of crs, 218 Outbnd, 038 Inbnd, 2000 within 10 miles.
Minimum altitude at Glide Slope interception inbnd, 2000′.
Altitude of G.S. and distance to appr end of rny at OM 2077—5.1, at MM 797—0.6.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2000′ and proceed to SPI-VOR.

City, Springfield; State, Ill.; Airport Name, Capital; Elev., 593′; Fac. Class., ILS; Ident., I-SPI; Procedure No. ILS-4, Amdt. 7; Eff. Date, 18 Nov. 61; Sup. Amdt. No. 6; Dated, 24 Sept. 60

6. The radar procedures prescribed in § 609.500 are amended to read in part:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
		Within:		Surveillance approach			
050°	030°	20 mi	1500				
All sectors		10 mi	1500	T-dn*	300–1	300–1	200–½
				C-dn*	400–1	500–1	500–1½
				S-dn*	400–1	400–1	400–1
				A-dn*	800–2	800–2	800–2
				Precision approach			
				S-dn-13	200–½	200–½	200–½
				S-dn-4, 31	300–¾	300–¾	300–¾
				A-dn-13, 4, 31	600–2	600–2	600–2

Radar terminal area transition altitudes—all bearings from the radar site with sector azimuths progressing clockwise.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished Runways 4 and 13: Make a left climbing turn to 1500′ on CYN VOR R-213 to Nesco Int, hold North one-minute right turns, inbnd crs 213°. Runway 31: Make right climbing turn to 1500′ on CYN VOR R-213 to Nesco Int, hold North one-minute right turns, inbnd crs 213°.
CAUTION: Radar tower 226′ msl 0.7 mi SW Runway 4.
*Runways 13, 4, 31.

City, Atlantic City; State, N.J.; Airport Name, Nat'l Aviation Facilities Experimental Center; Elev., 76′; Fac. Class., Atlantic City; Ident., Radar; Procedure No. 1, Amdt. Orig.; Eff. Date, 18 Nov. 61

000°	200°	within 30 mi	5000	Precision approach			
200°	360°	within 30 mi	4000				
				T-dn% **	300–1	300–1	200–½
				S-dn-27R*	200–¼	200–½	200–½
				S-dn-27L	400–1	400–1	400–1
				A-dn	600–2	600–2	600–2
				Surveillance approaches			
				T-dn%-	300–1	300–1	200–½
				C-dn#	500–1	600–1	600–1½
				A-dn	800–2	800–2	800–2

Radar Transitions and vectoring utilizing Oakland Radar authorized in accordance with approved Radar patterns in sector altitutes.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2000′ (right turn Rwy 9R/L) in a one-minute right turn holding pattern on R-300 OAK VOR (120° Inbnd, 300° Outbnd, all turns W side of crs.).
NOTE: MEA for approved routes may be substituted for above altitudes. After identification, aircraft may be vectored and descended in accordance with radar approach patterns.
%300–1 required Runway 33.
#Runways 27L–R, 9L–R, 33.
*Runway visual range 2600′ also authorized for landing on Runway 27R; provided that all components of the PAR, hi-intensity runway lights, approach lights, condenser-discharge flashers, middle compass locator, outer marker, Hayward HW and all related airborne equipment are operating satisfactorily. Descent below the authorized landing minimum altitude of 205′ shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.
**Runway visual range 2600′ also authorized for takeoff on Runway 27R in lieu of 200–½, when 200–½ authorized; provided high intensity runway lights are operational.

City, Oakland; State, Calif.; Airport Name, Metropolitan-Oakland International; Elev., 5′; Fac. Class., Oakland; Ident., Radar; Procedure No. 1, Amdt. 4; Eff. Date, 18 Nov. 61; Sup. Amdt. No. 3; Dated, 7 Oct. 61

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Radar terminal area maneuvering sectors and altitudes														Ceiling and visibility minimums			
From	To	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Condition	2-engine or less		More than 2-engine, more than 65 knots
															65 knots or less	More than 65 knots	
00	360	40	8000	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	T-dn#	300–1	300–1	200–½
														C-dn	800–2	800–2	800–2
														S-dn-9	700–2	700–2	700–2
														A-dn	1000–2	1000–2	1000–2

Radar transitions and vectoring utilizing Miramar Radar authorized in accordance with approved Radar patterns and sector altitudes.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make left climbing turn to 2500′ on SAN–VOR R–323 to Mt Dad Int or, when directed by ATC, right climbing turn and climb to 2000′ on SAN–VOR R–137 within 8 miles.

#500–1 required for takeoff on all runways except 27.

City, San Diego; State, Calif.; Airport Name, Lindbergh Field; Elev., 15′; Fac. Class., Miramar; Ident., Radar; Procedure No. 1, Amdt. 1; Eff. Date, 18 Nov. 61; Sup. Amdt. No. Orig.; Dated, 11 Mar. 61

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Transition	Ceiling and visibility minimums			
	Condition	2-engine or less		More than 2-engine, more than 65 knots
		65 knots or less	More than 65 knots	
Minimum altitude—5000′ within 30 miles or minimum enroute altitude for approved routes to San Francisco area. After identification, aircraft may be vectored and descended in accordance with Radar approach patterns.	Surveillance approach			
	T-dn%	300–1	300–1	200–½
	S-dn 19L–R	500–1	500–1	500–1
	S-dn 28L–R	400–1	400–1	400–1
	C-dn#	500–1	600–1	600–1½
	A-dn	800–2	800–2	800–2
	Precision Approach			
	T-dn%**	300–1	300–1	200–½
	S-dn-28R*	200–½	200–½	200–½
	S-dn-28L	300–¾	300–¾	300–¾
	A-dn	600–2	600–2	600–2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished.

(1) Runways 28L and R: Climb to 3000′ on SFO–VOR R–287 within 20 miles.

(2) Runways 19L and R: Turn left and home on SFO LOM climbing to 2000′.

CAUTION: Circling minimums do not provide standard clearance west and southwest of airport.

%300–1 required for takeoff on Runways 19L–R.

*Runway visual range 2600′ also authorized for landing on Runway 28R; provided that all components of the PAR, hi-intensity runway lights, approach lights, condenser-discharge flashers, middle and outer compass locators, and all related airborne equipment are operating satisfactorily. Descent below the authorized landing minimum altitude of 211′ shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.

**Runway visual range 2600′ also authorized for takeoff on Runway 28R in lieu of 200–½, when 200–½ authorized; providing hi-intensity runway lights are operational.

City, San Francisco; State, Calif.; Airport Name, International; Elev., 11′; Fac. Class., San Francisco; Ident., Radar; Procedure No. 1, Amdt. 6; Eff. Date, 18 Nov. 61; Sup. Amdt. No. 5; Dated, 11 Mar. 61

These procedures shall become effective on the dates specified therein.

(Secs. 313(a), 307(c), 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))

Issued in Washington, D.C., on October 16, 1961.

GEORGE C. PRILL,
Director, Flight Standards Service.

[F.R. Doc. 61–10038; Nov. 3, 1961; 8:45 a.m.]

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter II—Corps of Engineers, Department of the Army

PART 203—BRIDGE REGULATIONS

Oklawaha and Dead Rivers, and Haines Creek, Fla.

Pursuant to the provisions of section 5 of the River and Harbor Act of August 18, 1894 (28 Stat. 362; 33 U.S.C. 499), § 203.434 is hereby revised to include bridges across Oklawaha River and Haines Creek and an additional bridge across Dead River, Florida, effective 30 days after publication in the FEDERAL REGISTER except that the present regulations for the Seaboard Air Line Railway Company bridge over Dead River near Tavares will continue in effect, as follows:

§ 203.434 Oklawaha River, Haines Creek and Dead River, Fla.; Bridges over Oklawaha River on State Road S–316 at Eureka, State Road 40 at Delks Bluff (Colbys Landing), State Road 464 at Moss Bluff, and State Road 42 at Starkes Ferry, and over Haines Creek on State Road 44 near Lisbon.

(a) The owner of or agency controlling these bridges will not be required to keep a draw tender at the bridges between the hours of 7:00 p.m. and 7:00 a.m. Operators of vessels unable to pass under the bridges in closed position shall give the authorized representative of the owner of the bridges by telephone at least 3 hours' advance notice for passages between 7:00 p.m. and 7:00 a.m. Regular draw tender service will be maintained between 7:00 a.m. and 7:00 p.m.

(b) Bridges over Dead River: (1) *Bridge on State Road 500 near Tavares.* The owner of or agency controlling the bridge will not be required to keep a draw tender at the bridge and operators of vessels unable to pass under the bridge in closed position shall give the authorized representative of the owner of the bridge by telephone at least 3 hours' advance notice of the time at which such opening will be required. The bridge will be opened at any time upon receipt of the required notice.

(2) *Seaboard Air Line Railway Company bridge near Tavares.* The owner of or agency controlling the bridge will not be required to open the drawspan between 10:00 p.m. and 6:00 a.m. the following day.

(c) The owners of or agency controlling the bridges shall keep conspicuously posted on both the upstream and downstream sides of the bridges, in such manner that they can easily be read at any time, copies of the regulations together with a notice stating exactly how the representatives specified in paragraphs (a) and (b) of this section may be reached for opening the bridges.

[Regs. October 16, 1961, 285/91–ENGCW–ON] (Sec. 5, 28 Stat. 362; 33 U.S.C. 499)

J. C. LAMBERT,
Major General, U.S. Army,
The Adjutant General.

[F.R. Doc. 61–10541; Filed, Nov. 3, 1961; 8:45 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

SUBCHAPTER A—PROCEDURES, RULES OF PRACTICE, AND ORDERS

[Docket 7640 c.o.]

PART 13—PROHIBITED TRADE PRACTICES

James Lees and Sons Co.

Subpart—Discriminating in price under section 2, Clayton Act—Price discrimination under 2(a): § 13.725 *Cumulative quantity discounts and schedules;* § 13.755 *Pooling orders of chain stores and buying groups.*

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 2, 49 Stat. 1527; 15 U.S.C. 13) [Cease and desist order, James Lees and Sons Company, Bridgeport, Pa., Docket 7640, Sept. 8, 1961]

Consent order requiring a substantial factor in the carpet industry—with headquarters in Bridgeport, Pa., and several manufacturing plants in other States—to cease discriminating in price between purchasers of its rugs and carpets by (1) use of such devices as an annual cumulative quantity discount system with graduated discounts ranging from one to 5 percent of annual net purchases and under which, while purchasers of up to $5,001 received no volume discounts, those purchasing over $90,001 received 5 percent and thus had a significant price advantage over their smaller competitors; and (2) allowing chain customers to combine the purchase volume of their various stores so as to qualify for the higher discount allowed on the larger aggregate total, so that in many instances an individual nonchain customer which purchased in considerably greater volume than a chain unit competitor received no discount or a lower one than the individual chain store.

The order to cease and desist is as follows:

It is ordered, That respondent James Lees and Sons Company, a Delaware corporation, its officers, agents, representatives, employees, successors, and assigns, directly or through any corporate or other device, in connection with the sale of rugs and carpets in commerce, as "commerce" is defined in the Clayton Act, do forthwith cease and desist from: Discriminating, directly or indirectly, by cumulative volume discount or otherwise, in the price of rugs and carpets of like grade and quality, by seling to any purchaser at net prices lower than the net price charged any other purchaser competing in fact with such favored purchaser in the resale and distribution of such rugs and carpets.

For the purpose of determining "net price" under the terms of this order, there shall be taken into account discounts, rebates, allowances, deductions, or other terms and conditions of sale by which net prices are effected.

It is further ordered, That the allegation of a substantial lessening of competition or tendency to create a monopoly in the line of commerce in which the respondent is engaged be dismissed.

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered, That the respondent herein shall within sixty (60) days after service upon it of this order, file with the Commission a report in writing setting forth in detail the manner and form in which it has complied with the order to cease and desist.

Issued: September 12, 1961.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 61–10553; Filed, Nov. 3, 1961; 8:47 a.m.]

[Docket 8404 c.o.]

PART 13—PROHIBITED TRADE PRACTICES

Thomas M. Leous, Jr., et al.

Subpart—Invoicing products falsely: § 13.1108 *Invoicing products falsely:* § 13.1108–45 *Fur Products Labeling Act.* Subpart—Misbranding or mislabeling: § 13.1185 *Composition:* § 13.1185–30 *Fur Products Labeling Act;* § 13.1212 *Formal regulatory and statutory requirements:* § 13.1212–30 *Fur Products Labeling Act.* Subpart—Misrepresenting oneself and goods—Goods: § 13.1745 *Source or origin:* § 13.1745–70 *Place:* § 13.1745–70(c) *Imported product or parts as domestic.* Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1845 *Composition:* § 13.1845–30 *Fur Products Labeling Act;* § 13.1852 *Formal regulatory and statutory requirements:* § 13.1852–35 *Fur Products Labeling Act;* § 13.1865 *Manufacture or preparation:* § 13.1865–40 *Fur Products Labeling Act;* § 13.1900 *Source or origin:* § 13.1900–40 *Fur Products Labeling Act:* § 13.1900–40(b) *Place.*

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; sec. 8, 65 Stat. 179; 15 U.S.C. 45, 69f) [Cease and desist order, Thomas M. Leous, Jr., et al. trading as Leous Furriers, Buffalo, N.Y., Docket 8404, Sept. 9, 1961]

In the Matter of Thomas M. Leous, Jr. and Alfred T. Leous, Individually and as Copartners Trading as Leous Furriers

Consent order requiring Buffalo, N.Y., furriers to cease violating the Fur Products Labeling Act by labeling fur

products falsely with respect to the animal producing the fur; by failing to show on labels and invoices and in advertising the true animal name of the fur used in the fur product and to disclose when the fur was dyed; by failing to show on invoices and in advertising the country of origin of imported furs, stating falsely that furs were domestic, and using the term "blended" improperly; by failing to disclose in advertising when fur products contained artificially colored fur or were composed of flanks; and by failing in other respects to comply with requirements of the Act.

The order to cease and desist is as follows:

It is ordered, That Thomas M. Leous, Jr., and Alfred T. Leous, individually and as copartners trading as Leous Furriers or under any other trade name and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the introduction into commerce, or the sale, advertising, or offering for sale in commerce, or the transportation or distribution in commerce of fur products, or in connection with the sale, advertising, offering for sale, transportation, or distribution of fur products which are made in whole or in part of fur which has been shipped and received in commerce, as "commerce", "fur" and "fur product" are defined in the Fur Products Labeling Act, do forthwith cease and desist from:

1. Misbranding fur products by:

A. Failing to affix labels to fur products showing in words and figures plainly legible all the information required to be disclosed by each of the subsections of section 4(2) of the Fur Products Labeling Act.

B. Falsely or deceptively labeling or otherwise identifying any such product as to the name or names of the animal or animals that produced the fur from which such product was manufactured.

C. Failing to set forth on labels affixed to fur products all the information required to be disclosed by section 4(2) of the Fur Products Labeling Act and the rules and regulations promulgated thereunder on one side of such labels.

D. Failing to set forth on labels affixed to fur products the item number or mark assigned to a fur product.

2. Falsely or deceptively invoicing fur products by:

A. Failing to furnish invoices to purchasers of fur products showing in words and figures plainly legible all the information required to be disclosed by each of the subsections of section 5(b)(1) of the Fur Products Labeling Act.

B. Falsely or deceptively invoicing fur products by representing directly or by implication on invoices that fur products were domestic when such is not the fact.

C. Setting forth information required under section 5(b)(1) of the Fur Products Labeling Act and the rules and regulations promulgated thereunder in abbreviated form.

D. Setting forth the term "blended" as part of the information required under section 5(b)(1) of the Fur Products Labeling Act and the rules and regulations promulgated thereunder to describe the pointing, bleaching, dyeing or tip-dyeing of furs.

E. Failing to set forth on invoices the item number or mark assigned to a fur product.

3. Falsely or deceptively advertising fur products through the use of any advertisement, representation, public announcement or notice which is intended to aid, promote or assist, directly or indirectly, in the sale, or offering for sale of fur products, and which:

A. Fails to disclose:

1. The name or names of the animal or animals producing the fur or furs contained in the fur product, as set forth in the Fur Products Name Guide, and as prescribed by the rules and regulations.

2. That the fur product contains or is composed of bleached, dyed or otherwise artificially colored fur when such is the fact.

3. The name of the country of origin of any imported furs contained in fur products.

4. That the fur product is composed in whole or in substantial part of flanks when such is the fact.

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered, That respondents herein shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with the order to cease and desist.

Issued: September 8, 1961.

By the Commission.

[SEAL] JOSEPH W. SHEA, *Secretary.*

[F.R. Doc. 61-10554; Filed, Nov. 3, 1961; 8:47 a.m.]

SUBCHAPTER C—REGULATIONS UNDER SPECIFIC ACTS OF CONGRESS

[File No. 204]

PART 301—RULES AND REGULATIONS UNDER FUR PRODUCTS LABELING ACT

Foxes, Raccoons, and Opossums

On August 10, 1961, a notice of proposed amendments was published in the FEDERAL REGISTER. The notice stated that the Commission would, on August 31, 1961, at its offices in the City of Washington, District of Columbia, give consideration to amendments of the Fur Products Name Guide (§ 301.0) of Part 301, rules and regulations under the Fur Products Labeling Act. The notice provided that interested parties might participate by submitting in writing to the Commission on or before such date their views, arguments or other data, and by presenting their views, arguments or other data orally at such time, and further provided that written rebuttal could be submitted for a period of fifteen days after close of the public hearing. A draft of the proposed amendments was made a part of the notice.

Pursuant to such notice, interested parties were afforded an opportunity to submit their views, arguments or other data in writing or orally on August 31, 1961, and opportunity was afforded for the submission of written rebuttal for a period of fifteen days after such date. All views, arguments and data presented have been made a part of the record.

After due consideration of the proposed amendments, suggested revisions, deletions and additions thereto, together with all views, arguments and other data submitted, the following amendments to § 301.0 of Part 301, rules and regulations under the Fur Products Labeling Act (65 Stat. 179; 15 U.S.C. 69) are hereby promulgated. Such amendments are to become effective upon publication in the FEDERAL REGISTER.

The amendments to § 301.0 are as follows:

1. An amendment of § 301.0 (Fur Products Name Guide) under the authority of section 7 of the Fur Products Labeling Act by adding the single designation "fox" so as to include under the single name "fox" only the genus and species of the red fox including all color phases thereof, thus making the name "fox" proper identification for fur products derived from the order Carnivora, family Canidae, genus and species Vulpes fulva, Vulpes vulpes, and Vulpes macrotis and, as such, available for use in the alternative to the names "Fox, Black", "Fox, Cross", Fox, Platinum", "Fox, Red", and "Fox Silver". Section 301.0 following addition of this amendment immediately after the name "Fitch" in the Fur Products Name Guide, shall hereafter read:

Name	Order	Family	Genus—species
* *	* *	* *	* *
Fox	Carnivora	Canidae	Vulpes fulva, Vulpes vulpes, and Vulpes macrotis.

2. An amendment of § 301.0 (Fur Products Name Guide) under the authority of section 7 of the Fur Products Labeling Act by adding the designation "Opossum, South American" so as to include and afford proper identification for fur products derived from the order Marsupialia, family Didelphiidae, genus and species Lutreolina crassicaudata. Section 301.0, following addition of this amendment immediately after "Opossum, Ringtail" in the Fur Products Name Guide, shall hereafter read as follows:

Name	Order	Family	Genus—species
* *	* *	* *	* *
Opossum, South American.	Marsupialia.	Didelphiidae.	Lutreolina crassicaudata.

3. An amendment of § 301.0 (Fur Products Name Guide) under the authority of section 7 of the Fur Products Labeling Act by adding the designation "Raccoon, Asiatic" so as to include and afford proper identification for fur products derived from the order Carnivora, family, Canidae, Genus and species Nyctereutes procyonoidos. Section 301.0,

following addition of this amendment immediately after the name "Raccoon" in the Fur Products Name Guide, shall hereafter read as follows:

Name	Order	Family	Genus—species
* *	* *	* *	* *
Raccoon, Asiatic.	Carnivora.	Canidae...	Nyctereutes procyonoides.

(Secs. 7, 8, 65 Stat. 179; 15 U.S.C. 69e, 69f)

Issued: November 3, 1961.

By direction of the Commission.

[SEAL] JOSEPH W. SHEA, *Secretary.*

[F.R. Doc. 61-10571; Filed, Nov. 3, 1961; 8:48 a.m.]

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 6—EXCEPTIONS FROM THE COMPETITIVE SERVICE

Department of Justice

Effective upon publication in the FEDERAL REGISTER, subparagraph (2) of paragraph (g) of § 6.308 is revoked and subparagraph (9) is added to paragraph (g) as set out below.

§ 6.308 Department of Justice.

* * * * *

(g) *Tax Division.* * * *

(9) One Assistant for Civil Trials.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] MARY V. WENZEL,
Executive Assistant to the Commissioners.

[F.R. Doc. 61-10580; Filed, Nov. 3, 1961; 8:49 a.m.]

PART 6—EXCEPTIONS FROM THE COMPETITIVE SERVICE

Department of Agriculture

Effective upon publication in the FEDERAL REGISTER, paragraph (i)(4) of § 6.311 is amended as set out below.

§ 6.311 Department of Agriculture.

* * * * *

(i) *Agricultural Stabilization and Conservation Service.* * * *

(4) One Assistant Deputy Administrator, Price and Production.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] MARY V. WENZEL,
Executive Assistant to the Commissioners.

[F.R. Doc. 61-10579; Filed, Nov. 3, 1961; 8:49 a.m.]

PART 24—FORMAL EDUCATION REQUIREMENTS FOR APPOINTMENT TO CERTAIN SCIENTIFIC, TECHNICAL, AND PROFESSIONAL POSITIONS

Teachers, Principals, and School Superintendents

Paragraph (a) of § 24.147 is amended as set out below.

§ 24.147 Teacher (Elementary), (Appropriate Subject Field), (Vocational), and (Guidance); Department Head (Appropriate Subject Field), (Vocational), and (Guidance); Principal-Teacher (Elementary) and (Appropriate Subject Field); Principal; Reservation Principal; School Superintendent; Director of Schools; Director of Education, all grades in classification series GS-1710 in Indian Schools and all other Federally operated elementary and secondary schools (minimum education requirements do not apply to Substitute Teachers).

(a) *Educational requirements; all grades—(1) For all positions.* Applicants must have successfully completed all academic requirements for graduation with a bachelor's degree from an accredited college or university. This study must have included, or have been supplemented by, a minimum of 18 semester-hour credits in Education.

(2) *For certain positions.* Some positions require completion of additional and specific study in Education and/or particular subject-matter courses as follows:

For Teacher, Department Head, Principal-Teacher, Principal, and Reservation-Principal in Elementary Education: 6 semester-hour credits in Education courses.

The applicant's total study must have included at least 12 semester-hour credits in elementary education.

For Teacher, Department Head, and Principal-Teacher, in Secondary Schools in Appropriate Subject Field(s), e.g., History, Physics, English, Mathematics: 24 semester-hour credits in an appropriate subject field, or 15 semester-hour credits in each of two appropriate subject fields.

For Teacher (Guidance), and Department Head (Guidance): 6 semester-hour credits in Education.

The applicant's total study must have included 12 semester-hour credits in a combination of Psychology and Guidance subjects (with a minimum of 3 semester hours in each) directly related to education, such as child psychology, education psychology, educational tests and measurements, and educational, vocational, or child guidance. Studies in these subjects, up to a maximum of 12 semester hours, will be considered as studies in Education.

(Sec. 11, 58 Stat. 390; 5 U.S.C. 860)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] MARY V. WENZEL,
Executive Assistant to the Commissioners.

[F.R. Doc. 61-10583; Filed, Nov. 3, 1961; 8:49 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[Docket No. 6741; FCC 61-1293]

PART 1—PRACTICE AND PROCEDURE

Clear Channel Broadcasting in the Standard Broadcast Band; Supplement to Report and Order

1. The Commission, on September 14, 1961, released its Report and Order in the above-captioned Docket concluding the clear channel proceeding. Many inquiries have been received from applicants for new stations on frequencies adjacent (i.e., within 30 kc) to one of the 12 Class I-A clear channels presently held in status quo. The Commission, on its own motion, has reconsidered the portion of the Report and Order (paragraphs 63-65) dealing with the "freeze" on such applications.[1]

2. We have determined that the overall objectives of the clear channel decision and the public interest considerations therein involved can be better served by certain modifications with regard to the treatment of applications for frequencies within 30 kc of one of the 12 unduplicated Class I-A clear channels. In recognition of the equities and public benefits involved in processing applications for new stations on, or change of frequency to, one of those frequencies, and in an effort to simplify for all concerned the processing of such applications as will not hinder our future freedom of action with regard to the unduplicated clear channels, the Commission is amending its Rules to accomplish the following: As to the 12 clear channels on which decision has been deferred—beginning October 30, 1961, applications will not be accepted for new stations on, for change of frequency to, or to increase power or operate during nighttime hours not previously authorized on a frequency within 30 kc of one of these 12 Class I-A frequencies. Applications for such facilities filed prior to October 30, 1961 will be studied in the light of their likely impact upon the possible future use of the unduplicated clear channels. From such study, it is contemplated that more precise engineering criteria might evolve which can then be applied in acting upon those applications now pending and announced as standards to govern the acceptance of future applications on these adjacent frequencies. This moratorium on applications does not apply where the facilities requested are in Hawaii, Alaska, Puerto Rico or the Virgin Islands. Applications for other types of changes in facilities on these adjacent frequencies will be processed and acted upon in normal course.

3. The Commission adheres to its announced purpose of preserving freedom

[1] The Commission has not yet had an opportunity to consider the numerous petitions for reconsideration filed in this Docket but will do so at a later date.

of action to determine the future use of the 12 Class I–A unduplicated clear channels. At the same time, the action taken herein looks to the development of standards and procedures designed to minimize the impact of this decision upon the near-term use of the adjacent channels.

4. Accordingly, we are amending § 1.351 (b) and (c) to incorporate the changes discussed above.

5. Authority for adoption of the rule changes herein is contained in sections 4 (i) and (j), 303, and 307(b) of the Communications Act of 1934, as amended. Section 4(a) of the Administrative Procedure Act exempts from the requirement of publication of general notice of proposed rule making "rules of agency organization, procedure, or practice". Because the rule changes herein are procedural, notice and public procedure thereon are unnecessary. Similarly, the effective date provision of section 4(c) of that Act applies only to substantive rules. (See also §§ 1.211(a) and 1.219 (b) of our rules.) The other rules changes occasioned by the clear channel decision are to be effective October 30, 1961, and making the changes herein effective that same date will avoid confusion and the possibility of an interim period governed by different procedural rules. We find, therefore, that the public interest will be served by making the rules changes herein effective October 30, 1961.

6. In view of the foregoing: *It is ordered,* This 27th day of October 1961, That the introductory paragraph of § 1.351 and § 1.351(b) and (c) of the Commission's rules are further amended as set forth below, effective October 30, 1961.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interpret or apply secs. 303, 307, 48 Stat. 1082, 1083; 47 U.S.C. 303, 307)

Released: November 1, 1961.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Acting Secretary.

In § 1.351, the introductory text and paragraph (b) are amended to read as set forth below and paragraph (c) is deleted:

§ 1.351 Applications for frequencies adjacent to Class I–A channels.

Notwithstanding the provisions of any other rules of the Commission, all applications (regardless of when they were or may be filed) for frequencies located within 30 kc of a Class I–A channel listed in § 3.25(a) of this chapter will be subject to the provisions of this section. The provisions of paragraph (a) of this section apply to the frequencies listed therein, which are within 30 kc of a class I–A channel on which an unlimited time Class II assignment is specifically provided for in § 3.22 or § 3.25 (a) of this chapter. The provisions of paragraph (b) of this section apply to the frequencies listed in paragraph (b) of this section, which are within 30 kc of the remaining Class I–A channels. Where a frequency is listed both in paragraphs (a) and (b) of this section, applications for facilities on such frequency are subject to the provisions and restrictions contained in both of said paragraphs.

* * * * *

(b)(1) Until September 1, 1964, or such earlier date as may be announced, the provisions of this paragraph will apply to all applications for the following frequencies: 610, 620, 630, 680, 690, 710, 730, 790, 800, 810, 850, 860, 900, 1010, 1050, 1060, 1070, 1130, 1140, 1150, 1170, 1190, and 1220 kc.

(2) Applications will not be accepted on or after October 30, 1961, for new stations on, change of existing stations to, or for increase in power or operation during nighttime hours not previously authorized on, one of the designated frequencies.

(3) Applications of the type described in subparagraph (2) of this paragraph filed before October 30, 1961, will be studied in the light of the effect that grant thereof might have upon possible future uses of the Class I–A channel or channels located within 30 kc of the frequency involved (e.g., authorization of power greater than 50 kw for Class I–A stations, or additional unlimited time co-channel assignments). Processing rules will be adopted upon conclusion of such study.

(4) Applications for other changes in facilities on the designated frequencies will be processed and acted upon in normal course.

(5) Action will not be withheld under this paragraph on applications for facilities in Alaska, Hawaii, Puerto Rico, or the Virgin Islands.

[F.R. Doc. 61–10584; Filed, Nov. 3, 1961; 8:49 a.m.]

Proposed Rule Making

DEPARTMENT OF THE TREASURY

Internal Revenue Service

[26 CFR Part 1]

INCOME TAX; TAXABLE YEARS BEGINNING AFTER DECEMBER 31, 1953

Proposed Regulations Relating to Deduction for Medical, Dental, etc., Expenses

Notice is hereby given, pursuant to the Administrative Procedure Act, approved June 11, 1946, that the regulations set forth in tentative form below are proposed to be prescribed by the Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury or his delegate. Prior to the final adoption of such regulations, consideration will be given to any comments or suggestions pertaining thereto which are submitted in writing, in duplicate, to the Commissioner of Internal Revenue, Attention: T:P, Washington 25, D.C., within the period of 30 days from the date of publication of this notice in the FEDERAL REGISTER. Any person submitting written comments or suggestions who desires an opportunity to comment orally at a public hearing on these proposed regulations should submit his request, in writing, to the Commissioner within the 30-day period. In such a case, a public hearing will be held and notice of the time, place, and date will be published in a subsequent issue of the FEDERAL REGISTER. The proposed regulations are to be issued under the authority contained in section 7805 of the Internal Revenue Code of 1954 (68A Stat. 917; 26 U.S.C. 7805).

[SEAL] WILLIAM H. LOEB,
Acting Commissioner of Internal Revenue.

In order to conform the Income Tax Regulations (26 CFR Part 1) under section 213 of the Internal Revenue Code of 1954, relating to deductions for medical, dental, etc. expenses, to section 3 of the Act of May 14, 1960 (Public Law 86-470, 74 Stat. 133), and in order to clarify the tax treatment under section 213 of certain capital expenditures which are related to medical care, such regulations are amended as follows:

PARAGRAPH 1. Section 1.213 is amended by revising subsection (a) of section 213 and by revising the historical note at the end thereof. These revised provisions read as follows:

§ 1.213 Statutory provisions; medical, dental, etc., expenses.

SEC. 213. *Medical, dental, etc., expenses*—(a) *Allowances of deduction.* There shall be allowed as a deduction the following amounts of the expenses paid during the taxable year, not compensated for by insurance or otherwise, for medical care of the taxpayer, his spouse, or a dependent (as defined in section 152):

(1) If neither the taxpayer nor his spouse has attained the age of 65 before the close of the taxable year—

(A) The amount of such expenses for the care of any dependent who—

(i) Is the mother or father of the taxpayer or of his spouse, and

(ii) Has attained the age of 65 before the close of the taxable year, and

(B) The amount by which such expenses for the care of the taxpayer, his spouse, and such dependents (other than any dependent described in subparagraph (A)) exceed 3 percent of the adjusted gross income.

(2) If either the taxpayer or his spouse has attained the age of 65 before the close of the taxable year—

(A) The amount of such expenses for the care of the taxpayer and his spouse,

(B) The amount of such expenses for the care of any dependent described in paragraph (1)(A), and

(C) The amount by which such expenses for the care of such dependents (other than any dependent described in paragraph (1)(A)) exceed 3 percent of the adjusted gross income.

* * * * *

[Sec. 213 as amended by secs. 16 and 17, Technical Amendments Act 1958 (72 Stat. 1613); sec. 3, Act of May 14, 1960 (Public Law 86-470, 74 Stat. 133)]

PAR. 2. Section 1.213-1 is amended by revising subparagraph (4) of paragraph (a), revising subparagraph (2) of paragraph (b), and revising subdivision (iii) of subparagraph (1) of paragraph (e). As amended, these provisions read as follows:

§ 1.213-1 Medical, dental, etc., expenses.

(a) *Allowance of deduction.* * * *

(4)(i) Where either the taxpayer or his spouse has attained the age of 65 before the close of the taxable year, the 3-percent limitation on the deduction for medical expenses does not apply with respect to expenses for medical care of the taxpayer or his spouse. Moreover, for taxable years beginning after December 31, 1959, the 3-percent limitation on the deduction for medical expenses does not apply to amounts paid for the medical care of a dependent (as defined in section 152) who is the mother or father of the taxpayer or of his spouse and who has attained the age of 65 before the close of the taxpayer's taxable year. Whether or not the 3-percent limitation applies, all amounts paid by the taxpayer for medicine and drugs are subject to the 1-percent limitation provided by section 213(b) and paragraph (b) of this section, and the total medical expenses deductible under section 213 are subject to the limitations described in section 213(c) and paragraph (c) of this section and, where applicable, to the limitations described in section 213(g) and § 1.213-2.

(ii) The age of a taxpayer shall be determined as of the last day of his taxable year. In the event of the taxpayer's death, his taxable year shall end as of the date of his death. The age of a taxpayer's spouse shall be determined as of the last day of the taxpayer's taxable year, except that, if the spouse dies within such taxable year, her age shall be determined as of the date of her death. Likewise, the age of the taxpayer's dependent who is the mother or father of the taxpayer or of his spouse shall be determined as of the last day of the taxpayer's taxable year but not later than the date of death of such dependent.

(iii) The application of subdivision (i) of this subparagraph may be illustrated by the following examples:

* * * * *

Example (3). D and his wife, E, made a joint income tax return for the calendar year 1960, and reported adjusted gross income of $30,000. On December 13, 1960, D attained the age of 65. During the year 1960, D's father, F, who was 87 years of age, received over half of his support from, and was a dependent (as defined in section 152) of, D. However, D could not claim an exemption under section 151 for F because F had gross income from rents in 1960 of $800. D paid the following medical expenses in 1960, none of which were compensated for by insurance or otherwise: Hospital and doctor bills for D and E, $3,500; hospital and doctor bills for F, $2,850; medicine and drugs for D and E, $225, and for F, $225. Since none of the medical expenses are subject to the 3-percent limitation, the amount of medical expenses to be taken into account (before computing the maximum deduction) is $6,500, computed as follows:

Hospital and doctor bills—for D and E		$3,500
Hospital and doctor bills—for F		2,850
Medicine and drugs—for D and E	$225	
Medicine and drugs—for F	225	
Total medicine and drugs	450	
Less: 1 percent of adjusted gross income ($30,000)	300	
Allowable expenses for medicine and drugs		150
Total medical expenses taken into account		$6,500

Since an exemption cannot be claimed for F on the 1960 return of D and E, their deduction for medical expenses (assuming that section 213(g) does not apply) is limited to $5,000 for that year ($2,500 multiplied by the two exemptions allowed for D and E under section 151(b)). See paragraph (c) of this section.

Example (4). Assume the same facts in Example (3), except that D furnished the entire support of his father's twin sister, G, who had no gross income during 1960 and for whom D was entitled to a dependency exemption. In addition, D paid $2,200 to doctors and hospitals during 1960 for the medical care of G. No part of the $2,200 was for medicine and drugs, and no amount was compensated for by insurance or otherwise. For purposes of the maximum limitation under section 213(c), the maximum deduction for medical expenses on the 1960 return of D and E is limited to $7,500 ($2,500 multiplied by 3, the number of exemptions allowed under section 151, exclusive of the exemptions for old age or blindness). The

medical expenses to be taken into account by D and E for 1960 and the maximum deductions allowable for such expenses are $7,800 and $7,500, respectively, computed as follows:

Medical expenses per example (3)		$6,500
Add: Expenses paid for G	$2,200	
Less: 3 percent of adjusted gross income ($30,000)	900	
		1,300
Total medical expenses taken into account		7,800
Maximum deduction for 1960 ($2,500 multiplied by 3 exemptions)		7,500
Medical expenses not deductible		300

(b) *Limitation with respect to medicine and drugs.* * * *

(2) The 1-percent limitation is applicable to all amounts paid by a taxpayer during the taxable year for medicine and drugs. Moreover, this limitation applies regardless of the fact that the amounts paid are for medicine and drugs for the taxpayer, his spouse, or dependent parent (the mother or father of the taxpayer or of his spouse) who has attained the age of 65 before the close of the taxable year. In a case where either a taxpayer or his spouse has attained the age of 65 and the taxpayer pays an amount in excess of 1 percent of adjusted gross income for medicine and drugs for himself, his spouse, and his dependents, it is necessary to apportion the 1 percent of adjusted gross income (the portion which is not taken into account as expenses paid for medical care) between the taxpayer and his spouse on the one hand and his dependents on the other. The part of the 1 percent allocable to the taxpayer and his spouse is an amount which bears the same ratio to 1 percent of his adjusted gross income which the amount paid for medicine and drugs for the taxpayer and his spouse bears to the total amount paid for medicine and drugs for the taxpayer, his spouse, and his dependents. The balance of the 1 percent shall be allocated to his dependents. The amount paid for medicine and drugs in excess of the allocated part of the 1 percent shall be taken into account as payments for medical care for the taxpayer and his spouse on the one hand and his dependents on the other, respectively. A similar apportionment must be made in the case of a dependent parent (65 years of age or over) of the taxpayer or his spouse. The application of this subparagraph may be illustrated by the following example:

* * * * *

(e) *Definitions*—(1) *General.* * * *

(iii) Capital expenditures are generally not deductible for Federal income tax purposes. See section 263 and the regulations thereunder. However, an expenditure which otherwise qualifies as a medical expense under section 213 shall not be disqualified merely because it is a capital expenditure. For purposes of section 213 and this paragraph, a capital expenditure made by the taxpayer may qualify as a medical expense, if it has as its primary purpose the medical care (as defined in subdivisions (i) and (ii) of this subparagraph) of the taxpayer, his spouse, or his dependent. Thus, a capital expenditure which is related only to the sick person and is not related to permanent improvement or betterment of property, if it otherwise qualifies as an expenditure for medical care, shall be deductible; for example, an expenditure for eye glasses, a seeing eye dog, artificial teeth and limbs, a wheel chair, crutches, an inclinator or an air conditioner which is detachable from the property and purchased only for the use of a sick person, etc. Moreover, a capital expenditure for permanent improvement or betterment of property which would not ordinarily be for the purpose of medical care (within the meaning of this paragraph) may, nevertheless, qualify as a medical expense, if the particular expenditure is related directly to medical care, and if by reason of the expenditure the value of related property is not increased. Such a situation could arise, for example, where a taxpayer is advised by a physician to install an elevator in his residence so that the taxpayer's wife who is afflicted with heart disease will not be required to climb stairs. The cost of installing the elevator would qualify as a medical expense, provided such installation does not increase the value of the residence.

[F.R. Doc. 61-10561; Filed, Nov. 3, 1961; 8:47 a.m.]

[26 CFR Part 1]

INCOME TAX; TAXABLE YEARS BEGINNING AFTER DECEMBER 31, 1953

Notice of Proposed Rule Making

Notice is hereby given, pursuant to the Administrative Procedure Act, approved June 11, 1946, that the regulations set forth in tentative form below are proposed to be prescribed by the Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury or his delegate. Prior to the final adoption of such regulations, consideration will be given to any comments or suggestions pertaining thereto which are submitted in writing, in duplicate, to the Commissioner of Internal Revenue, Attention: T:P, Washington 25, D.C., within the period of 30 days from the date of publication of this notice in the FEDERAL REGISTER. Any person submitting written comments or suggestions who desires an opportunity to comment orally at a public hearing on these proposed regulations should submit his request, in writing, to the Commissioner within the 30-day period. In such a case, a public hearing will be held and notice of the time, place, and date will be published in a subsequent issue of the FEDERAL REGISTER. The proposed regulations are to be issued under the authority contained in section 7805 of the Internal Revenue Code of 1954 (68A Stat. 917; 26 U.S.C. 7805).

[SEAL] MORTIMER M. CAPLIN,
Commissioner of Internal Revenue.

In order to conform the Income Tax Regulations (26 CFR Part 1) relating to section 453(d) of the Internal Revenue Code of 1954 to section 27 of the Technical Amendments Act of 1958 (72 Stat. 1624), such regulations are amended as follows:

PARAGRAPH 1. Section 1.453 is amended by adding a new paragraph (5) to section 453(d), and by adding a historical note. These added provisions read as follows:

§ 1.453 Statutory provisions; installment method.

SEC. 453. *Installment method.* * * *

(d) *Gain or loss on disposition of installment obligations.* * * *

(5) *Life insurance companies.* In the case of a disposition of an installment obligation by any person other than a life insurance company (as defined in section 801(a)) to such an insurance company or to a partnership of which such an insurance company is a partner, no provision of this subtitle providing for the nonrecognition of gain shall apply with respect to any gain resulting under paragraph (1). If a corporation which is a life insurance company for the taxable year was (for the preceding taxable year) a corporation which was not a life insurance company, such corporation shall, for purposes of this paragraph and paragraph (1), be treated as having transferred to a life insurance company, on the last day of the preceding taxable year, all installment obligations which it held on such last day. A partnership of which a life insurance company becomes a partner shall, for purposes of this paragraph and paragraph (1), be treated as having transferred to a life insurance company, on the last day of the preceding taxable year of such partnership, all installment obligations which it holds at the time such insurance company becomes a partner.

[Sec. 453 as amended by sec. 27, Technical Amendments Act 1958 (72 Stat. 1624)]

PAR. 2. Section 1.453-9 is amended by adding at the end thereof the following new paragraph:

§ 1.453-9 Gain or loss on disposition of installment obligations.

* * * * *

(g) *Disposition of installment obligations to life insurance companies.* (1) Notwithstanding the provisions of section 453(d)(4) and paragraph (c) of this section or any provision of subtitle A relating to the nonrecognition of gain, the entire amount of any gain realized on the disposition of an installment obligation by any person, other than a life insurance company (as defined in section 801(a) and paragraph (b) of § 1.801-3), to a life insurance company or to a partnership of which a life insurance company is a partner shall be recognized and treated in accordance with section 453(d)(1) and paragraphs (a) and (b) of this section. If a corporation which is a life insurance company for the taxable year was a corporation which was not a life insurance company for the preceding taxable year, such corporation shall be treated, for purposes of section 453(d)(1) and this paragraph, as having transferred to a life insurance company, on the last day of the preceding taxable year, all installment obligations which it held on such last day. The gain, if any, realized by reason of the installment obligations being so transferred shall be recognized and treated in accordance with section 453(d)(1) and paragraphs (a) and (b) of this section. Similarly, a partnership of which a life insurance

company becomes a partner shall be treated, for purposes of section 453(d)(1) and this paragraph, as having transferred to a life insurance company, on the last day of the preceding taxable year of such partnership, all installment obligations which it holds at the time such life insurance company becomes a partner. The gain, if any, realized by reason of the installment obligations being so transferred shall be recognized and treated in accordance with section 543(d)(1) and paragraphs (a) and (b) of this section.

(2) The provisions of section 453(d)(5) and subparagraph (1) of this paragraph shall not apply to losses sustained in connection with the disposition of installment obligations to a life insurance company.

(3) For the effective date of the provisions of section 453(d)(5) and this paragraph, see paragraph (f) of § 1.453–10.

(4) Application of the provisions of this paragraph may be illustrated by the following examples:

Example (1). A, an individual, in a transaction to which section 351 applies, transfers in 1961 certain assets, including installment obligations, to a new corporation, X, which qualifies as a life insurance company (as defined in section 801(a)) for the year 1961. A makes his return on the calendar year basis. Section 453(d)(5) provides that the nonrecognition provisions of section 351 will not apply to the installment obligations transferred by A to X Corporation. Therefore, the entire amount of any gain realized by A on the transfer of the installment obligations shall be recognized in 1961, with the amount of any such gain computed in accordance with the provisions of section 453(d)(1) and paragraph (b) of this section.

Example (2). The M Corporation did not qualify as a life insurance company (as defined in section 801(a)) for the taxable year 1958. On December 31, 1958, it held $60,000 of installment obligations. The M Corporation qualified as a life insurance company for the taxable year 1959. Accordingly, the M Corporation is treated as having transferred to a life insurance company, on December 31, 1958, the $60,000 of installment obligations it held on such date. The gain, if any, realized by M by reason of such installment obligations being so transferred shall be recognized in the taxable year 1958, with the amount of any such gain computed in accordance with the provisions of section 453(d)(1) and paragraph (b) of this section.

Example (3). During its taxable year 1958, none of the partners of the N partnership qualified as a life insurance company (as defined in section 801(a)). The N partnership held $30,000 of installment obligations on December 31, 1958. On July 30, 1959, the O Corporation, a life insurance company (as defined in section 801(a)), became a partner in the partnership. The N partnership held $50,000 of installment obligations on July 30, 1959. Pursuant to section 453(d)(5), the N partnership is treated as having transferred to a life insurance company, on December 31, 1958, the $50,000 of installment obligations it held on July 30, 1959. The gain, if any, realized by the N partnership by reason of such installment obligations being so transferred shall be recognized in the taxable year 1958, with the amount of any such gain computed in accordance with the provisions of section 453(d)(1) and paragraph (b) of this section.

Example (4). In 1960, the P Corporation, in a reorganization qualifying under section 368 (a), transferred certain assets (including installment obligations) to the R Corporation, a life insurance company as defined in section 801(a). P realized a loss upon the transfer of the installment obligations, which was not recognized under section 361. Pursuant to subparagraph (2) of paragraph (c) of this section, no loss with respect to the transfer of these obligations will be recognized to P under section 453(d)(1).

PAR. 3. Section 1.453–10 is amended by adding at the end thereof the following new paragraph:

§ 1.453–10 Effective date.

* * * * *

(f) The provisions of section 453(d)(5) and paragraph (g) of § 1.453–9 shall apply to taxable years ending after December 31, 1957, but only as to transfers or other dispositions of installment obligations occurring after such date.

[F.R. Doc. 61–10562; Filed, Nov. 3, 1961; 8:47 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Parts 600, 601, 608]

[Airspace Docket No. 60–NY–83]

FEDERAL AIRWAYS, CONTROLLED AIRSPACE AND SPECIAL USE AIRSPACE

Supplemental Proposed Alterations of Federal Airway and Associated Control Areas, of Continental Control Area, and of Restricted Area

In a notice of proposed rule making published in the FEDERAL REGISTER as Airspace Docket No. 60–NY–83 on March 21, 1961 (26 F.R. 2375), it was stated that the Federal Aviation Agency proposed to extend low altitude VOR Federal airway No. 435 from Attica, Ohio, to Carleton, Mich. It was also stated that the portion of this airway which would coincide with R–5502 Lacarne, Ohio, Restricted Area would be used only after obtaining prior approval from the appropriate authority. In addition, it was proposed to designate the control areas associated with this segment of Victor 435 to extend upward from at least 1,200 feet above the surface or, if appropriate, 500 feet below the minimum IFR en route altitude when established.

Subsequent to publication of the notice, it has been determined that the application of Amendment 60–21 to Part 60 of the Civil Air Regulations to the control areas associated with the proposed segment of Victor 435 should be deferred until such time as all control areas in the vicinity of Attica and Carleton can be altered by applying Amendment 60–21. Accordingly, action is hereby taken to alter the original notice by proposing that the control areas associated with the proposed segment of Victor 435 from Attica to Carleton extend upward from 700 feet above the surface to the base of the continental control area.

The original notice is further altered by proposing to include the portion of the Lacarne, Ohio, Restricted Area R–5502 above 14,500 feet MSL within the continental control area and to designate the Federal Aviation Agency, Cleveland ARTC Center as the controlling agency of R–5502. This would promote more efficient and expeditious movement of air traffic by permitting the unrestricted use of Victor 435 and the airspace above 14,500 feet MSL within Restricted Area R–5502 when the restricted area is not being used for its designated purpose.

In order to provide interested persons time to adequately evaluate this proposal, as modified herein, and an opportunity to submit additional written data, views or arguments, the date for filing such material will be extended to November 30, 1961.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), I hereby give notice that the time within which comments will be received for consideration on Airspace Docket No. 60–NY–83 is extended to November 30, 1961. Communications should be submitted in triplicate to the Assistant Administrator, Eastern Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica 30, N.Y.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on October 30, 1961.

CHARLES W. CARMODY,
Chief, Airspace Utilization Division.

[F.R. Doc. 61–10551; Filed, Nov. 3, 1961; 8:47 a.m.]

[14 CFR Part 601]

[Airspace Docket No. 61–WA–164]

CONTROLLED AIRSPACE

Proposed Alteration of Control Area Extensions and Transition Area

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering amendments to §§ 601.1029, 601.1361, 601.1363, and 601.10002 of the regulations of the Administrator, the substance of which is stated below.

Effective January 1, 1962, new aircraft holding pattern procedures will be implemented by the Federal Aviation Agency. These procedures have been developed to accommodate the increasing variety of aircraft speeds and operating altitudes in the IFR environment. In addition, the procedures will provide for the containment of aircraft holding maneuvers within the holding pattern areas designed for such operation. However, it is recognized that a number of these holding pattern areas will require the designation of additional controlled airspace to encompass the increased dimensions of such areas. Thus, with the designation of additional controlled airspace, the pilot need only adhere to the standardized operating procedures and limitations for his type aircraft to remain within controlled airspace.

To fulfill additional controlled airspace requirements for the implemen-

tation of these procedures in the San Antonio Air Route Traffic Control Center area, the FAA is considering the following airspace actions:

1. The Corpus Christi, Texas, control area extension (§ 601.1029) would be altered to add the airspace southeast and south of Corpus Christi beyond the present limits of the Corpus Christi control area extension bounded on the northwest by low altitude VOR Federal airway No. 20, on the east by longitude 97°-14'00'' W., on the southeast by the north boundary of the Corpus Christi Restricted Area (R–6301) and on the west by the Alice, Tex., control area extension (§ 601.1322). This would provide protection for aircraft in a holding pattern at the Corpus Christi radio range.

2. The Cotulla, Tex., control area extension (§ 601.1361) would be redesignated within 13 miles southwest and 8 miles northeast of the 140° and 320° True bearings from the Cotulla radio beacon extending from low altitude VOR Federal airway No. 17 to 20 miles northwest of the radio beacon, including the airspace north of the Cotulla VOR bounded on the west by low altitude VOR Federal airway No. 77, on the north by the San Antonio, Tex., control area extension (§ 601.1180), and on the east by low altitude VOR Federal airway No. 17. This would provide additional controlled airspace for the protection of aircraft in holding patterns at the Cotulla VOR and radio beacon.

3. The Lufkin, Texas, control area extension (§ 601.1363) would be redesignated as that airspace within a 25-mile radius of Lufkin VOR including the airspace south of Lufkin, bounded on the west by low altitude VOR Federal airway No. 13 east alternate, on the south by low altitude VOR Federal airway No. 222 north alternate, and on the east by low altitude VOR Federal airway No. 289. This would provide additional controlled airspace for the protection of aircraft in holding patterns at the Lufkin VOR and radio beacon.

4. The McAllen, Tex., transition area (§ 601.10002) would be redesignated to extend upward from 1,200 feet above the surface bounded on the north by latitude 26°30'00'' N., on the east by longitude 98°00'00'' W., on the west by 98°-30'00'' W., and on the south by the United States/Mexican border. This additional controlled airspace north of the present transition area would provide protection for aircraft in holding patterns at the Edinburg Intersection (intersection of the Harlingen, Texas, VOR 275° and the McAllen VOR 019° True radials).

Because of the time limitations imposed by the effective date of the revised holding pattern procedures, implementation of the provisions of Amendment 60–21 to the Civil Air Regulations, Part 60, Air Traffic Rules is being deferred in certain instances, and the alteration of control area extensions is being proposed. Upon completion of the review of the controlled airspace requirements presently being conducted attendant to these provisions, separate airspace action will be initiated to convert the control area extensions to transition areas with appropriate controlled airspace floor assignments.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Southwest Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, P.O. Box 1689, Fort Worth 1, Tex. All communications received within thirty days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room C–226, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on October 30, 1961.

CHARLES W. CARMODY,
Chief, Airspace Utilization Division.

[F.R. Doc. 61–10552; Filed, Nov. 3, 1961; 8:47 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Part 121]

FOOD ADDITIVES

Notice of Withdrawal of Petition

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b), 72 Stat. 1786; 21 U.S.C. 348(b)), the following notice is issued:

A petition was filed by the Los Angeles Smoking and Curing Company, 778 Kohler Street, Los Angeles 21, California, proposing the issuance of a regulation to provide for the safe use of sodium nitrite in or on smoked, cured salmon and shad at a level of 200 parts per million (0.02 percent). Notice of filing of this petition was published in the FEDERAL REGISTER of March 31, 1961 (26 F.R. 2725).

In accordance with § 121.52 of the food additive regulations (21 CFR 121.52), the petitioner has withdrawn that portion of the petition requesting a regulation for shad. A regulation providing for the use of sodium nitrite on smoked, cured salmon was published in the FEDERAL REGISTER of September 23, 1961 (26 F.R. 8973).

The withdrawal of the part of the petition concerning shad is without prejudice to a future filing.

Dated: October 31, 1961.

J. K. KIRK,
Assistant Commissioner of Food and Drugs.

[F.R. Doc. 61–10564; Filed, Nov. 3, 1961; 8:47 a.m.]

Notices

DEPARTMENT OF JUSTICE

Office of Alien Property

[Dissolution Order No. 128]

CHEMNYCO, INC.

Whereas, by virtue of the issuance of Vesting Order No. 275, dated October 30, 1942 (7 F.R. 9364), and other actions taken under the Trading with the Enemy Act, as amended, the Attorney General of the United States (hereinafter referred to as "Attorney General"), successor to the Alien Property Custodian, is the owner of all the issued and outstanding capital stock of Chemnyco, Inc. (hereinafter sometimes referred to as the "Company"), a New York corporation;

Whereas, a Certificate of Dissolution of the Company was issued by the Secretary of State of the State of New York on June 25, 1954, certifying to the dissolution of the Company, and said Certificate was duly published in accordance with the statutes of the State of New York; and

Whereas, the Company has been substantially liquidated;

Now, therefore, under the authority of the Trading with the Enemy Act, as amended, and Executive Orders 9095, as amended, and 9788, and pursuant to law, the undersigned, after investigation:

1. Finding that the known assets of the Company as of October 16, 1961 consist of:

(a) Cash in the amount of $9,630.63, and

(b) $60,000 face value United States Treasury 3⅞% coupon Bonds due May 15, 1968 with coupons due November 15, 1961 and subsequent coupons attached;

2. Finding that the Company has no known liabilities other than possible liability for taxes, if any, accrued or to be accrued prior to the final liquidation of its assets, and except such claim as the Attorney General may have for moneys advanced or services rendered to or on behalf of the Company; and

3. Having determined that it is in the national interest of the United States that the Company be dissolved, that its affairs be wound up and that its assets be distributed;

Hereby orders, That the officers and directors of the Company (and their successors, or any of them) wind up the affairs of Chemnyco, Inc. and distribute the assets of the Company coming into their possession, as follows:

I. They shall first pay all current expenses and necessary charges, if any, in effecting the dissolution of the Company and the winding up of its affairs; and

II. They shall then pay all known Federal, State, and local taxes and fees, if any, owed by or accrued against the Company;

III. They shall then pay, transfer, assign, convey and deliver to the Attorney General all remaining assets or property of the Company of whatever kind or nature (including any after discovered assets or property, and all claims or causes of action of whatsoever kind or nature) as a liquidating distribution of assets to the sole stockholder; and

Further orders, That nothing herein set forth shall be construed as prejudicing the rights under the Trading with the Enemy Act, as amended, of any person who may have a claim against the Company to file such claim with the Attorney General against any assets or property received by the Attorney General hereunder; *Provided, however*, That nothing herein contained shall be construed as creating additional rights in such person; *Provided further*, That any such claim against said Company shall be filed with or presented to the Attorney General within the time and in the form and manner prescribed for such claims by the Trading with the Enemy Act, as amended, and applicable regulations and orders issued pursuant thereto; and

Further orders, That all actions taken and acts done by the officers and directors of the Company pursuant to this Order and directions contained herein shall be deemed to have been taken and done in reliance on and pursuant to section 5(b)(2) of the Trading with the Enemy Act, as amended (50 U.S.C. App. 5), and the acquittance and exculpation provided therein.

Executed in Washington, D.C., on October 27, 1961.

For the Attorney General.

[SEAL] PAUL V. MYRON,
Deputy Director,
Office of Alien Property.

[F.R. Doc. 61-10556; Filed, Nov. 3, 1961; 8:47 a.m.]

DEPARTMENT OF COMMERCE

Maritime Administration

UNITED STATES LINES CO.

Notice of Application for Approval of Changes in Itineraries of Certain Cruises

Notice is hereby given that United States Lines Company has requested that the itineraries of the March 8, 1962 and March 17, 1962 cruises of the "SS America," as published in the FEDERAL REGISTER issue of July 14, 1961 (26 F.R. 6314), be modified by adding St. Thomas, Virgin Islands as a port of call on each cruise.

Any person, firm or corporation having any interest, within the meaning of Public Law 87-45, in the foregoing who desires to offer data, views or arguments should submit the same in writing, in triplicate, to the Secretary, Maritime Subsidy Board, Washington 25, D.C., by close of business on November 17, 1961. In the event an opportunity to present oral argument is also desired, specific reason for such request should also be included. The Maritime Subsidy Board will consider these comments and views and take such action with respect thereto as in its discretion it deems warranted.

Dated: October 31, 1961.

By order of the Maritime Subsidy Board.

JAMES S. DAWSON, Jr.,
Acting Secretary.

[F.R. Doc. 61-10573; Filed, Nov. 3, 1961; 8:48 a.m.]

Office of the Secretary

RALPH F. STARZ

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests as reported in the FEDERAL REGISTER during the past six months.

A. Deletions: No change.
B. Additions: No change.

NOTE: Wish to correct typographical error appearing on statement of April 18, 1961; should read Wm. H. Rorer, Inc., not Wm. H. Roper, Inc.

This statement is made as of October 18, 1961.

R. F. STARZ.

OCTOBER 24, 1961.

[F.R. Doc. 61-10574; Filed, Nov. 3, 1961; 8:48 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-186]

CURATORS OF UNIVERSITY OF MISSOURI

Notice of Proposed Issuance of Construction Permit

Please take notice that, unless within fifteen days after the publication of this notice in the FEDERAL REGISTER a request for a formal hearing is filed with the United States Atomic Energy Commission by the applicant or in the case of an intervener a petition for leave to intervene and a request for hearing is filed as provided by the Commission's rules of practice (Title 10, Chapter I, Part 2), the Commission proposes to issue to The Curators of The University of Missouri, a construction permit substantially in the form annexed authorizing construction at Columbia, Missouri of a 10,000 kilowatts (thermal) flux trap

type nuclear reactor. Petitions for leave to intervene and requests for formal hearing shall be filed by mailing a copy to the Office of the Secretary, Atomic Energy Commission, Washington 25, D.C., or by delivery of a copy in person to the Office of the Secretary, Germantown, Maryland, or the AEC's public Document Room, 1717 H Street NW., Washington, D.C.

For further details see (1) the application and amendment thereto and (2) a hazards analysis prepared by the Hazards Evaluation Staff of the Division of Licensing and Regulation, both on file at the AEC's Public Document Room. A copy of item (2) above may be obtained at the AEC's Public Document Room or upon request addressed to the Atomic Energy Commission, Washington 25, D.C., Attention: Director, Division of Licensing and Regulation.

Dated at Germantown, Md., this 31st day of October 1961.

For the Atomic Energy Commission.

EDSON G. CASE,
Acting Assistant Director for Facilities Licensing, Division of Licensing and Regulation.

PROPOSED CONSTRUCTION PERMIT

1. By application dated March 15, 1961, and amendments thereto dated July 28, 1961 and September 29, 1961 (hereinafter collectively referred to as "the application") The Curators of the University of Missouri (hereinafter referred to as "The University of Missouri") requested a Class 104 license, defined in § 50.21 of Part 50, "Licensing of Production and Utilization Facilities" Title 10, Chapter I, CFR, authorizing construction and operation on the University of Missouri campus at Columbia, Mo., of a 10,000 kilowatt (thermal) heterogeneous light water cooled and moderated pressurized tank research reactor (hereinafter referred to as "the reactor").

2. The Atomic Energy Commission (hereinafter referred to as "the Commission") finds that:

A. The reactor will be a utilization facility as defined in the Commission's regulations contained in Title 10, Chapter I, CFR, Part 50, "Licensing of Production and Utilization Facilities."

B. The reactor will be used in the conduct of research and development activities of the types specified in section 31 of the Atomic Energy Act of 1954, as amended (hereinafter referred to as "the Act").

C. The University of Missouri is financially qualified to construct and operate the reactor in accordance with the regulations contained in Title 10, Chapter I, CFR, to assume financial responsibility for the payment of Commission charges for special nuclear material and to undertake and carry out the proposed use of such material for a reasonable period of time.

D. The University of Missouri with its contractors, is technically qualified to design, construct and operate the reactor.

E. The University of Missouri has submitted sufficient information to provide reasonable assurance that a reactor of the general type can be constructed and operated at the proposed location without undue risk to the health and safety of the public.

F. The issuance of a construction permit to The University of Missouri will not be inimical to the common defense and security or to the health and safety of the public.

3. Pursuant to the Act and Title 10, Chapter I, CFR, Part 50, "Licensing of Production and Utilization Facilities", the Commission hereby issues a construction permit to The University of Missouri to construct the reactor in accordance with the application. This permit shall be deemed to contain and be subject to the conditions specified in §§ 50.54 and 50.55 of said regulations; is subject to all applicable provisions of the Act and rules, regulations, and orders of the Commission now or hereafter in effect; and is subject to the additional conditions specified below:

A. The earliest completion date of the reactor is December 1, 1963. The latest date for completion of the reactor is June 30, 1964. The term "completion date" as used herein, means the date on which construction of the reactor is completed except for the introduction of the fuel material.

B. The reactor shall be constructed and located at the location on the campus of The University of Missouri at Columbia, Mo., specified in the application.

4. This permit is provisional to the extent that a license authorizing operation of the facility will not be issued by the Commission unless The University of Missouri has submitted to the Commission (by amendment of the application) additional data required to complete the hazards analysis of operating the proposed facility and the Commission has found the final design provides reasonable assurance that the health and safety of the public will not be endangered by operation of the reactor in accordance with the specified procedures.

5. Upon completion (as defined in paragraph "3A" above) of the construction of the reactor in accordance with the terms and conditions of this permit, upon filing of the additional information needed to bring the original application up-to-date, and upon finding that the reactor authorized has been constructed and will operate in conformity with the application as amended and in conformity with the provisions of the Act and of the rules and regulations of the Commission, and in the absence of any good cause being shown to the Commission why the granting of a license would not be in accordance with the provisions of the Act, the Commission will issue a Class 104 license to The University of Missouri pursuant to section 104c of the Act, which license shall expire ten (10) years after the date of this construction permit.

Date of issuance:

For the Atomic Energy Commission.

[F.R. Doc. 61-10539; Filed, Nov. 3, 1961; 8:45 a.m.]

[Docket No. 50-150]

OHIO STATE UNIVERSITY

Notice of Issuance of Facility License Amendment

Please take notice that the Atomic Energy Commission has issued Amendment No. 2, set forth below, to Facility License No. R-75. The license authorizes The Ohio State University to operate its pool-type nuclear reactor located on its campus in Columbus, Ohio. The amendment authorizes the licensee, as requested in its application for license amendment dated August 7, 1961, to alter the design of the glory-hole element, to possess and add a fuel element to the core and to possess and use a reactor fission plate containing 4,388 grams of uranium-235. The amendment also adds a condition to the license which provides that the reactor shall not be loaded with a K_{eff} of greater than 0.015 above cold, clean critical.

The Commission has found that operation of the reactor in accordance with the license as amended will not present undue hazard to the health and safety of the public and will not be inimical to the common defense and security.

The Commission has further found that prior public notice of proposed issuance of this amendment is not necessary in the public interest since operation of the reactor in accordance with the license as amended would not present any substantial change in the hazards to the health and safety of the public from those previously considered and evaluated in connection with the previously approved operations.

In accordance with the Commission's rules of practice (10 CFR Part 2) the Commisison will direct the holding of a formal hearing on the matter of issuance of the license amendment upon receipt of a request therefor from the licensee or an intervener within 30 days after the issuance of the license amendment. Petitions for leave to intervene and requests for a formal hearing shall be filed by mailing a copy to the Office of the Secretary, Atomic Energy Commission, Washington 25, D.C., or by delivery of a copy in person to the Office of the Secretary, Germantown, Maryland, or the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

For further details see (a) the application for license amendment submitted by The Ohio State University and (b) a related hazards analysis prepared by the Research and Power Reactor Safety Branch of the Division of Licensing and Regulation, both on file at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. A copy of item (b) above may be obtained at the Commission's Public Document Room, or upon request addressed to the Atomic Energy Commission, Washington 25, D.C., Attention: Director, Division of Licensing and Regulation.

Dated at Germantown, Md., this 31st day of October 1961.

For the Atomic Energy Commission.

ROBERT H. BRYAN,
Acting Chief, Research and Power Reactor Safety Branch, Division of Licensing and Regulation.

[License No. R-75; Amdt. 2]

License No. R-75, which authorizes The Ohio State University to operate its pool-type nuclear reactor located on the University's campus in Columbus, Ohio, is hereby amended in the following respects:

1. In addition to the activities previously authorized by the Commission in License No. R-75, as amended, The Ohio State University is authorized, as requested in its application for license amendment dated August 7, 1961, to alter the design of the glory-hole element, to add a fuel element to the core, and to use a reactor fission plate containing 4,388 grams of uranium-235. These activities shall be conducted in accordance with the procedures and subject to the limitations in License No. R-75, as amended, and in The Ohio State University's application for license amendment dated August 7, 1961.

2. A new condition reading as follows is added: "The reactor shall not be loaded with

an excess K_{eff} or greater than 0.015 above cold clean critical."

3. Paragraph 3B is amended to read as follows:

3B. Pursuant to the Act and Title 10, CFR, Chapter 1, Part 70, "Special Nuclear Material", to receive, possess and use in connection with operation of the reactor 80 grams of plutonium contained in plutonium-beryllium neutron sources, up to 4.4 kilograms of uranium-235 contained in a reactor fission plate, and up to 3.6 kilograms of uranium-235 contained in reactor fuel.

This amendment is effective as of the date of issuance.

Date of issuance: October 31, 1961.

For the Atomic Energy Commission.

ROBERT H. BRYAN,
Acting Chief, Research and Power Reactor Safety Branch, Division of Licensing and Regulation.

[F.R. Doc. 61-10540; Filed, Nov. 3, 1961; 8:45 a.m.]

[Docket No. 50-3]

CONSOLIDATED EDISON COMPANY OF NEW YORK, INC.

Notice of Hearing on Provisional Operating License for Nuclear Facility

Pursuant to the Atomic Energy Act of 1954, as amended, and the regulations in Part 2, 10 CFR "Rules of Practice", notice is hereby given that a hearing will be held at 10:00 a.m., e.s.t., on December 7, 1961, in the auditorium of the Atomic Energy Commission Headquarters in Germantown, Md., to consider the issuance of a provisional facility operating license for a period not to exceed 18 months to the above named applicant under section 104b of the Atomic Energy Act of 1954, as amended. The facility is a light-water -moderated and -cooled pressurized nuclear reactor located at the applicant's site at Indian Point in the Village of Buchanan, N.Y. The application and the record of prior proceedings in this matter are available for public inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

The issues to be considered at the hearing will be the following:

1. Whether the additional information required to complete the application hereunder and referred to in Paragraph 3c of CPPR No. 1, as amended, has been submitted.

2. Whether the construction of the facility has proceeded according to the design specified in the application; whether there is reasonable assurance that there are adequate procedures and methods so that the facility can be operated so as not to endanger the health and safety of the public; and whether in other respects there is reasonable assurance that the facility will be completed in accordance with the Act and with applicable rules, regulations and orders of the Commission.

3. Whether Consolidated Edison is financially qualified to carry out any proposed use of special nuclear material in connection with the operation of the facility.

4. Whether Consolidated Edison is technically qualified to operate the facility.

5. Whether the applicant has furnished to the Commission proof of financial protection in accordance with 10 CFR Part 140 "Financial Protection Requirements and Indemnity Agreements";

6. Whether there is reasonable assurance that the facility will be ready for initial loading with nuclear fuel within ninety days from the date of issuance of a license; and

7. Whether issuance of a license to operate the facility under the terms and conditions proposed will be inimical to the common defense and security or to the health and safety of the public.

Notice is hereby given that the report of the AEC's Advisory Committee on Reactor Safeguards in this matter is available for public inspection at the Commission's Public Document Room. Copies of this report may be obtained by request to the Director, Division of Licensing and Regulation, United States Atomic Energy Commission, Washington 25, D.C.

Petitions for leave to intervene must be received in the Office of the Secretary, Atomic Energy Commission, Germantown, Md., or in the Commission's Public Document Room, 1717 H Street NW., Washington 25, D.C., not later than thirty days after publication of this notice in the FEDERAL REGISTER or in the event of a postponement of the hearing date specified above at such time as the Presiding Officer may provide.

Answers to this notice pursuant to section 2.736 of the Commission's Rules of Practice shall be filed on or before November 20, 1961, by the applicant.

Papers required to be filed with the Commission in this proceeding shall be filed by mailing to the Secretary, Atomic Energy Commission, Washington 25, D.C., or may be filed in person at the Office of the Secretary, Atomic Energy Commission, Germantown, Md., or at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. Pending further order of the Presiding Officer, parties shall file twenty copies of each such paper with the Commission and where service of papers is required on other parties shall file five copies of each.

The hearing will be conducted by a presiding officer to be designated by the Chief Hearing Examiner.

For the Atomic Energy Commission.

R. LOWENSTEIN,
Director, Division of Licensing and Regulation.

[F.R. Doc. 61-10625; Filed, Nov. 3, 1961; 8:50 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 13145; Order No. E-17660]

AMERICAN AIRLINES, INC., AND EASTERN AIR LINES, INC.

Proposed Joint Fares Between Miami and San Francisco; Order of Investigation and Suspension

Adopted by the Civil Aeronautics Board at its office in Washington, D.C. on the 31st day of October 1961.

By tariff revision marked to become effective November 2, 1961, American Airlines, Inc. (American) and Eastern Air Lines, Inc. (Eastern) propose a joint coach fare of $152.45, one-way, to apply in jet service between Miami and San Francisco operated via Chicago. These carriers presently publish joint first-class fares for application over the same routing. In each case, the fares are equivalent to those applicable to direct service via southern transcontinental routings.

Upon consideration of the matters of record, the Board finds that the proposed joint coach fare as applied on a routing via Chicago may be unjust or unreasonable, or unjustly discriminatory, or unduly preferential, or unduly prejudicial and should be investigated. The routing via Chicago entails a mileage circuity of 17.8 percent, or stated otherwise, a dilution in the carriers' revenues approximating 13 percent. In view of these circumstances, the Board has further concluded to suspend the operation of the tariff revision relating to the proposed jet coach fare and defer its use pending investigation. Further, since substantially comparable questions are raised by the now published joint first-class fares, we are herein ordering the inclusion of these fares within the scope of the investigation.

Accordingly, pursuant to the Federal Aviation Act of 1958 and particularly sections 204(a) and 1002 thereof,

It is ordered:

1. That an investigation be instituted to determine whether joint first class fares and provisions between Miami and San Francisco via routings "EA CHI AA90" on 22nd Revised Page 408 (including subsequent revisions and reissues thereof) and joint coach fares and provisions between Miami and San Francisco via routing "EA-CHI-AA90" on 38th Revised Page 438 of Agent C. C. Squire's C.A.B. No. 44 are, or will be, unjust or unreasonable, or unjustly discriminatory, or unduly preferential, or unduly prejudicial, or otherwise unlawful, and if found to be unlawful, to determine and prescribe the lawful fares and provisions.

2. That pending investigation, hearing and decision by the Board, joint coach fares and provisions between Miami and San Francisco via routing "EA-CHI-AA90" on 38th Revised Page 438 of Agent C. C. Squire's C.A.B. No. 44 are suspended and their use deferred to and including January 30, 1962 unless otherwise ordered by the Board and that no changes be made therein during the period of suspension except by order or special permission of the Board.

3. That the proceeding ordered herein be assigned for hearing before an examiner of the Board at a time and place hereafter to be designated.

4. That copies of this order shall be filed with the tariffs and shall be served upon American Airlines, Inc. and Eastern Air Lines, Inc. which are made parties to this proceeding.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 61-10581; Filed, Nov. 3, 1961; 8:49 a.m.]

[Docket No. 11879; Order No. E-17661]

TRAFFIC CONFERENCE 1 OF INTERNATIONAL AIR TRANSPORT ASSOCIATION

Agreement Adopted Relating to Specific Commodity Rates

Adopted by the Civil Aeronautics Board at its office in Washington, D.C. on the 1st day of November 1961.

There has been filed with the Board, pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's Economic Regulations, an agreement between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of Traffic Conference 1 of the International Air Transport Association (IATA), and adopted pursuant to the provisions of Resolution 590-Commodity Rates Board. The agreement, which has been assigned the above-designated C.A.B. Agreement number, amends a number of specific commodity rates, cancels certain rates, and names additional rates.

The Board, acting pursuant to sections 102, 204(a), and 412 of the Act, does not find the subject agreement, which is incorporated in the following IATA Memoranda, to be adverse to the public interest or in violation of the Act, provided that approval thereof is conditioned as hereinafter ordered:

C.A.B. 14827:	*IATA memorandum*
R-61	TC1/Rates 1285.
R-62	TC1/Rates 1286.
R-63	TC1/Rates 1287.
R-64	TC1/Rates 1290.
R-65	TC1/Rates 1293.

Accordingly, it is ordered:

1. That Agreement C.A.B. 14827, R-61 through R-65, is approved, provided that such approval shall not constitute approval of any specific commodity description contained therein for purposes of tariff publication.

2. That any air carrier party to the agreement, or any interested person, may, within 15 days from the date of service, submit statements in writing, containing reasons deemed appropriate together with supporting data, in support of or in opposition to the Board's action herein. An original and nineteen copies of the statements should be filed with the Board's Docket Section. The Board may, upon consideration of any such statements filed, modify or rescind its action herein by subsequent order.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 61-10582; Filed, Nov. 3, 1961; 8:49 a.m.]

FEDERAL AVIATION AGENCY

[OE Docket No. 61-FW-33]

PROPOSED ALTERATION OF TELEVISION ANTENNA STRUCTURE

Determination of No Hazard to Air Navigation

The Federal Aviation Agency has circularized the following proposal to interested persons for aeronautical comment and has conducted a study to determine its effect upon the safe and efficient utilization of airspace: Television Station KTBS-TV, Shreveport, La., proposes to increase by 446 feet the overall height of an existing television antenna structure near Shreveport, La., at latitude 32°41'-08'' north, longitude 93°56'00'' west, presently at an overall height of 1,403 feet above mean sea level (1,153 feet above ground). The new overall height of the structure would be 1,849 feet above mean sea level (1,599 feet above ground).

This proposal was originally considered by the Airspace Panel of the Air Coordinating Committee at its meeting number 619, held August 24 and 29, 1960. The Panel recommended disapproval for the following reasons:

1. The procedure turn altitude for the standard ILS and ADF instrument approach procedures to the Greater Shreveport Airport runway 13 would be increased from 2,400 feet MSL to 2,800 feet MSL. This increase of 400 feet in procedure turn altitude would under certain ceiling conditions, prolong the duration aircraft must remain in IFR weather conditions while executing ILS or ADF approaches, and consequently, would result in delay to succeeding aircraft. In addition, this factor would increase the occasions when it would be necessary to execute an instrument approach.

2. The missed approach altitude for the standard ILS instrument approach to runway 31 of the above airport would be increased from 2,400 feet MSL to 2,800 feet MSL.

3. The transition altitudes from the Shreveport VOR and the Caddo Lake Intersection to the Greater Shreveport Airport Outer Compass Locator would be increased from 2,400 feet MSL to 2,800 feet MSL. The transition altitudes from the Shreveport VOR to the Lucien Intersection, Forbing Intersection, and Shreveport LFR would be increased from 1,700 feet MSL to 2,100 feet MSL. These increases in transition altitudes would further reduce the opportunity for pilots to become contact and discontinue the instrument approach or to arrive in VFR flight conditions.

4. The Instrument Flight Rules minimum en route altitude would be increased from 1,700 feet MSL to 2,200 feet MSL along VOR Federal airway 18/13W between the Caddo Lake Intersection and the Shreveport VOR; from 2,400 feet MSL to 2,800 feet MSL along Victor 13 between the Bethany Intersection and the Shreveport VOR; and from 2,400 feet MSL to 2,800 feet MSL along Victor 18S/114N between Karnack Intersection and the Shreveport VOR. Of primary concern was the prospective loss of the cardinal altitude of 2,000 feet MSL along Victor 18/13W between the Caddo Lake Intersection and the Shreveport VOR. This airway segment would then be the only portion of Victor 18 with an IFR minimum en route altitude above 2,000 feet MSL between the Dallas, Tex., VOR and the Meridian, Mississippi, VOR. Further, the proposed structure at 1,849 feet MSL would be the only structure preventing a minimum en route altitude of 2,000 feet MSL from Dallas to various points in the eastern United States.

5. The minimum obstruction clearance altitude would be increased from 2,400 feet MSL to 2,800 feet MSL along Victor 13W between the Shreveport VOR and the 083° radial of the Gregg County VOR.

Subsequent to the recommendation of the Airspace Panel, the Federal Aviation Agency conducted a new aeronautical study of the KTBS-TV proposal in which factors were established which alter the basis upon which the Airspace Panel recommendation was made and the effect the proposed increase in structure height would have on aeronautical operations in the Shreveport area.

A comprehensive site survey was conducted in coordination with the U.S. Coast and Geodetic Survey as to the exact location of the KTBS-TV antenna structure with respect to established flight paths of aircraft operating in the Shreveport terminal area. It was ascertained that the tower is located 5.1 miles from the Shreveport ILS localizer course and would not require an increase in the existing procedure turn altitude for the standard ILS and ADF instrument approach procedures to runway 13, the existing missed approach altitude for the standard ILS instrument approach procedure to runway 31 or the existing transition altitude from the Caddo Lake Intersection to the Shreveport outer compass locator. Further, the existing transition altitudes from the Shreveport VOR to the Lucien Intersection, the Forbing Intersection and the Shreveport LFR would not be affected.

The proposed structure would require an increase in the Instrument Flight Rules minimum en route altitude from 2,000 feet to 2,200 feet along Victor 18/13W between the Caddo Lake Intersection and the Shreveport VOR. However, subsequent to consideration of this proposal by the Airspace Panel, the Federal Aviation Agency has planned changes in the flow of Instrument Flight Rules traffic which will, when implemented, result in an increase in IFR minimum en route altitudes to the extent that it will not be possible to retain the 2,000 foot level in the area west of Shreveport VOR. Therefore, the increase in the IFR minimum en route altitude which would be caused by the proposed antenna structure would not affect aeronautical operations any differently than will the changes planned by this Agency.

The proposed structure would require an increase in the IFR minimum en route altitudes from 2,400 feet MSL to 2,800 feet MSL along Victor 18S/114N between Karnack Intersection and the Shreveport VOR and along Victor 13 between the Bethany Intersection and the Shreveport VOR. However, these

changes in minimum en route altitudes would have no substantial adverse effect on aeronautical operations as the primarily important cardinal altitude of 3,000 feet MSL would be retained. In addition, aircraft proceeding northeast along these routes to the Greater Shreveport Airport could be radar vectored at altitudes lower than 2,800 feet MSL to the ILS localizer course and outer compass locator.

The proposed structure would require an increase from 2,400 feet MSL to 2,800 feet MSL in the transition altitude from the Shreveport VOR to the Shreveport ILS outer compass locator. However, this factor would have no adverse effect upon aeronautical operations since an altitude of 2,800 feet MSL to the outer compass locator would permit a normal rate of descent by aircraft executing a standard instrument approach to runway 13.

The proposed structure would require an increase in the minimum obstruction clearance altitude from 2,400 feet MSL to 2,800 feet MSL along Victor 13W between the Shreveport VOR and the 083° radial of the Gregg County VOR. This factor would have no adverse effect upon aeronautical operations or procedures.

The proposed structure would require an increase in the minimum radar vectoring altitude from 2,400 feet MSL to 2,800 feet MSL within a radius of 3 miles of the structure and from 1,900 feet MSL to 2,300 feet MSL within a circular area, centered on the structure, having an inner radius of 3 miles and an outer radius of 5 miles. However, this factor would result in no substantial adverse effect upon aeronautical operations since aircraft being radar vectored from over the Shreveport VOR to the ILS localizer course for an instrument approach to runway 13 would pass the proposed structure at a sufficient distance to permit a normal rate of descent during the execution of the approach procedure.

No other aeronautical operations, procedures or minimum flight altitudes would be affected by the proposed structure.

This proposal was considered at the Washington Informal Airspace Meetings held on April 6 and May 4, 1961. At the Meeting of May 4, the Aircraft Owners and Pilots Association made a general objection to the proposal on the basis that the Association considers any tower in excess of 1,000 feet above ground to be a hazard unacceptable to general aviation. The Air Transport Association of America withheld a statement of position in favor of the Association's previous position of objection made during the Air Coordinating Committee consideration of this proposal; however, subsequent to the Washington Meeting of May 4, 1961, the ATA withdrew all objections on the basis of a review of the revised effects of the proposal upon aeronautical operations. No other aeronautical objections were made at the Washington Informal Airspace Meetings. The National Business Aircraft Association stated it would not object to the proposal provided the Federal Aviation Agency determined the proposed construction would not reduce airway acceptance rates or adversely affect the flow of VOR equipped air traffic in the area.

Therefore, pursuant to the authority delegated to me by the Administrator (14 CFR § 626.33; 26 F.R. 5292), it is concluded that the proposed increase in structure height to the mean sea level elevation specified herein, would have no substantial adverse effect upon aeronautical operations, procedures or minimum flight altitudes; and it is hereby determined that this structure would not be a hazard to air navigation, provided that the structure be obstruction marked and lighted in accordance with applicable Federal Communications Commission rules.

This determination is effective as of the date of issuance and will become final 30 days thereafter, provided that no appeal herefrom under § 626.34 (26 F.R. 5292) is granted. Unless otherwise revised or terminated a final determination hereunder will expire 18 months after its effective date or upon earlier abandonment of the construction proposal (§ 626.35; 26 F.R. 5292).

Issued in Washington, D.C., on October 30, 1961.

OSCAR W. HOLMES,
Chief, Obstruction Evaluation Branch.

[F.R. Doc. 61-10543; Filed, Nov. 3, 1961; 8:46 a.m.]

[OE Docket No. 61-SW-85]

PROPOSED TELEVISION ANTENNA STRUCTURE

Determination of No Hazard to Air Navigation

The Federal Aviation Agency has circularized the following proposal to interested persons for aeronautical comment and has conducted a study to determine its effect upon the safe and efficient utilization of airspace: Florida Antennavision, Inc., Panama City, Fla., proposes to construct a television receiving antenna structure near Lynn Haven, Florida, at latitude 30°13'50" north, longitude 85°38'47" west. The overall height of the structure would be 322 feet above mean sea level (303 feet above ground).

Objections were made in response to the circularization and at the FAA Atlanta Informal Airspace Meeting Number 11 by the Sowell Aviation Company; Panama City, Florida, Airport Authority; Airport Manager, Fannin Field, Panama City, Florida; Florida Development Commission; the Air Transport Association and the Aircraft Owners and Pilots Association based on the conclusion of the objectors that the structure would be too close to the Fannin Field Airport, a hazard to aerial navigation around the airport, and would interfere with a planned VOR facility in this area.

At the FAA Washington Informal Airspace Meeting held on June 1, 1961, objections were made by the Florida Development Commission based on the future installation of a VOR facility and the opposition expressed by aviation interests in Panama City. The AOPA and the National Aviation Trades Association objected because the proposed structure violates this Agency's TSO-N18 criteria. The ATA, which objected at the Regional Meeting, offered no objection at the Washington Meeting. No other objections were made at this meeting. Since the exact location of a VOR facility planned for the vicinity of Fannin Field Airport has not been determined, the effect of the proposed structure on the procedures which would be associated with a VOR facility in this area cannot be ascertained at this time. However, the current restricted instrument approach procedures to Fannin Field, utilizing a privately owned radio beacon, serve the northwest and southeast runways. The proposed structure would not affect the instrument approach obstruction clearance area for these runways. Therefore, should a VOR facility be established which would provide instrument approach procedures for the northwest and southeast runways, such procedures would not be affected by the proposed structure and the airport would retain VOR instrument approach procedure capabilities on these runways.

The proposed structure would be located approximately 2.5 miles northeast of the Fannin Field Airport, Panama City, Florida. However, the Agency study disclosed that the proposed structure would have no adverse effect upon aeronautical operations at this airport.

No other aeronautical operations, procedures or minimum flight altitudes would be affected by the proposed structure.

Therefore, pursuant to the authority delegated to me by the Administrator (14 CFR 626.33; 26 F.R. 5292), it is concluded that the proposed structure, at the location and mean sea level elevation specified herein, would have no adverse effect upon aeronautical operations, procedures, or minimum flight altitudes; and it is hereby determined that this structure would not be a hazard to air navigation, provided that the structure be obstruction marked and lighted in accordance with applicable Federal Aviation Agency standards.

This determination is effective as of the date of issuance and will become final 30 days thereafter, provided that no appeal herefrom under § 626.34 (26 F.R. 5292) is granted. Unless otherwise revised or terminated a final determination hereunder will expire 18 months after its effective date or upon earlier abandonment of the construction proposal (§ 626.35; 26 F.R. 5292).

Issued in Washington, D.C., on October 25, 1961.

OSCAR W. HOLMES,
Chief, Obstruction Evaluation Branch.

[F.R. Doc. 61-10544; Filed, Nov. 3, 1961; 8:46 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 14346]

GEM STATE CANDY CO.

Order To Show Cause

In the matter of Art Leonardson & Owen Cleverly, dba: Gem State Candy

Company, Idaho Falls, Idaho, Docket No. 14346; order to show cause why there should not be revoked the license for Radio Stations 13W2005, 13W2006, and 13W2007 in the Citizens Radio Service.

The Commission, by the Chief, Safety and Special Radio Services Bureau, under delegated authority, having under consideration the matter of certain alleged violations of the Commission's rules in connection with the operation of Citizens Radio Station 13W2006;

It appearing, that, pursuant to § 1.76 of the Commission's rules, written notice of violation of the Commission's rules was served upon the above-named licensee as follows: Official Notice of Violation mailed on June 28, 1961, alleging that on June 17, 1961, Citizens Radio Station 13W2006 was operated with a frequency deviation in excess of that specified in § 19.33 of the Commission's rules.

It further appearing, that, the above-named licensee, received said Official Notice but did not make satisfactory reply thereto, whereupon the Commission, by letter dated August 14, 1961, and sent by Certified Mail—Return Receipt Requested (125287), brought this matter to the attention of the licensee and requested that such licensee respond to the Commission's letter within fifteen days from the date of its receipt stating the measures which had been taken, or were being taken, in order to bring the operation of the radio station into compliance with the Commission's rules, and warning the licensee that failure to respond to such letter might result in the institution of proceedings for the revocation of the radio station license; and

It further appearing, that receipt of the Commission's letter was acknowledged by the signature of the licensee's agent, Robert Latt, on August 18, 1961, to a Post Office Department return receipt; and

It further appearing, that, although more than fifteen days have elapsed since the licensee's receipt of the Commission's letter, no response was made thereto; and

It further appearing, that, in view of the foregoing, the licensee has repeatedly violated § 1.76 of the Commission's rules;

It is ordered, This 26th day of October 1961, pursuant to section 312 (a) (4) and (c) of the Communications Act of 1934, as amended, and section 0.291(b) (8) of the Commission's Statement of Delegations of Authority, that the said licensee show cause why the licenses for the captioned radio stations should not be revoked, and appear and give evidence in respect thereto at a hearing to be held at a time and place to be specified by subsequent order; and

It is further ordered, That the Secretary send a copy of this Order by Certified Mail—Return Receipt Requested to the said licensee.

Released: October 31, 1961.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 61-10585; Filed, Nov. 3, 1961; 8:49 a.m.]

[Docket No. 14355]

GEORGE L. SCOTT

Order To Show Cause

In the matter of George L. Scott, 814 Amelia Drive, Fernandina Beach, Florida, Docket No. 14355; order to show cause why there should not be revoked the license for Radio Station WK-6448 aboard the vessel "Miss Satellite".

The Commission, by the Chief, Safety and Special Radio Services Bureau under delegated authority having under consideration the matter of certain alleged violations of the Commission's rules in connection with the operation of the above-captioned station;

It appearing, that, pursuant to § 1.76 of the Commission's rules, written notice of violation of the Commission's rules was served upon the above-named licensee as follows: Official Notice of Violation mailed on July 13, 1961, alleging that on June 20, 1961, the subject station was not in compliance with § 8.21 of the Commission's rules in that the transmitter installed aboard the vessel was not authorized to be operated under the license issued by the Commission.

It further appearing, that, the above-named licensee, received said Official Notice but did not make satisfactory reply thereto, whereupon the Commission, by letter dated August 14, 1961, and sent by Certified Mail—Return Receipt Requested (No. 1-21388), brought this matter to the attention of the licensee and requested that such licensee respond to the Commission's letter within fifteen days from the date of its receipt stating the measures which had been taken, or were being taken, in order to bring the operation of the radio station into compliance with the Commission's rules, and warning the licensee that failure to respond to such letter might result in the institution of proceedings for the revocation of the radio station license; and

It further appearing that receipt of the Commission's letter was acknowledged by the signature of the licensee's agent, Mrs. George L. Scott, on August 15, 1961, to a Post Office Department return receipt; and

It further appearing that, although more than fifteen days have elapsed since the licensee's receipt of the Commission's letter, no response was made thereto; and

It further appearing, that, in view of the foregoing, the licensee has repeatedly violated § 1.76 of the Commission's rules;

It is ordered, This 30th day of October 1961, pursuant to section 312 (a) (4) and (c) of the Communications Act of 1934, as amended, and section 0.291(b) (8) of the Commission's Statement of Delegations of Authority, that the said licensee show cause why the license for the above-captioned radio station should not be revoked, and appear and give evidence in respect thereto at a hearing to be held at a time and place to be specified by subsequent order; and

It is further ordered, That the Secretary send a copy of this Order by Certified Mail—Return Receipt Requested to the said licensee.

Released: November 1, 1961.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 61-10589; Filed, Nov. 3, 1961; 8:50 a.m.]

[Docket Nos. 13822, 13823; FCC 61M-1720]

BI-STATES CO. (KHOL-TV) AND TOPEKA BROADCASTING ASSOCIATION, INC. (WIBW-TV)

Order Continuing Hearing Conference

In re applications of Bi-States Company (KHOL-TV), Kearney, Nebraska, Docket No. 13822, File No. BPCT-2718; Topeka Broadcasting Association, Inc. (WIBW-TV), Topeka, Kansas, Docket No. 13823, File No. BPCT-2743; for construction permits for new transmitter sites.

Upon joint oral motion of counsel for the parties in the above-entitled matter:

It is ordered, This 31st day of October 1961, that the prehearing conference presently scheduled for November 1, 1961 at 9:30 a.m., be, and the same is, hereby continued to December 1, 1961 at 9:30 a.m.

Released: November 1, 1961.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 61-10586; Filed, Nov. 3, 1961; 8:49 a.m.]

[Docket No. 14350; FCC 61-1283]

MIA ENTERPRISES, INC. (KWBE)

Order Designating Application for Hearing on Stated Issues

In re application of MIA Enterprises, Inc. (KWBE), Beatrice, Nebraska, Docket No. 14350, File No. BP-13878; has 1450 kc, 250 w, U. Requests 1590 kc, 1 kw, 5 kw-LS, DA-2, U; for construction permit.

At a session of the Federal Communications Commission held at its offices in Washington, D.C. on the 25th day of October 1961;

The Commission having under consideration the above-captioned and described application;

It appearing, that, except for matters involved in the issues set forth below, the applicant is in all respects qualified to construct and operate its proposal; and

It further appearing, that, the following matters are to be considered in connection with the aforementioned issues specified below:

1. The subject proposal would cause interference to Station KNDY, Marysville, Kansas two channels removed. The licensee of Station KNDY has objected to a grant of the subject application.

2. Federal Aviation Agency study has indicated that the proposed antenna system would constitute a hazard to air navigation.

It further appearing, that, in view of the foregoing, the Commission is unable to make the statutory finding that a grant of the subject application would serve the public interest, convenience, and necessity, and is of the opinion that the application must be designated for hearing on the issues set forth below:

It is ordered, That pursuant to section 309(e) of the Communications Act of 1934, as amended, the instant application is designated for hearing at a time and place to be specified in a subsequent order, upon the following issues:

1. To determine the areas and populations which may be expected to gain or lose primary service from the proposed operation of Station KWBE and the availability of other primary service to such areas and populations.

2. To determine whether the instant proposal of MIA Enterprises would cause objectionable interference to Station KNDY or any other existing standard broadcast stations, and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other primary service to such areas and populations.

3. To determine whether there is a reasonable possibility that the tower height and location proposed by MIA Enterprises would constitute a menace to air navigation.

4. To determine, in the light of the evidence adduced pursuant to the foregoing issues, whether a grant of the instant application would serve the public interest, convenience and necessity.

It is further ordered, That Wyman N. Schnepp and Willa M. Schnepp as Tenants-in-Common, licensees of Station KNDY, and the Federal Aviation Agency are made parties to the proceeding.

It is further ordered, That to avail themselves of the opportunity to be heard the applicant and parties respondent herein, pursuant to § 1.140 of the Commission rules, in person or by attorney, shall, within 20 days of the mailing of this order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this order.

It is further ordered, That the applicant herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.362(b) of the Commission rules, give notice of the hearing within the time and in the manner prescribed in said rule, and shall advise the Commission of the publication of such notice as required by § 1.362(c) of the rules.

Released: November 1, 1961.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 61-10587; Filed, Nov. 3, 1961; 8:49 a.m.]

[Docket Nos. 13798, 13801; FCC 61M-1719]

OKLAHOMA BROADCASTING CO. AND SAPULPA BROADCASTERS

Order Continuing Hearing

R. B. Bell and Bernice Bell, d/b as Oklahoma Broadcasting Company, Sapulpa, Oklahoma, Docket No. 13798, File No. BP-12403; William E. Minshall and Melwyn E. Klar, d/b as Sapulpa Broadcasters, Sapulpa, Oklahoma, Docket No. 13801, File No. BP-12876; for construction permits.

Upon oral motion of counsel for the parties in the above-entitled matter: *It is ordered,* This 31st day of October 1961, that the hearing presently scheduled for November 3, 1961 at 9:30 a.m., be, and the same is, hereby continued to November 29, 1961 at 9:30 a.m.

Released: November 1, 1961.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 61-10588; Filed, Nov. 3, 1961; 8:49 a.m.]

[Docket Nos. 14351-14353; FCC 61-1284]

WOLVERINE BROADCASTING CO. ET AL.

Order Designating Applications for Consolidated Hearing on Stated Issues

In re applications of John C. Lane, Elizabeth B. Barrett, and Edward Fitzgerald d/b as Wolverine Broadcasting Company, Wyoming, Michigan, requests 1530 kc, 500 w, DA-Day, Docket No. 14351, File No. BP-13842; William Kuiper, William Eugene Kuiper and Peter J. Vanden Bosch d/b as Muskegon Heights Broadcasting Company, Muskegon Heights, Michigan, requests 1520 kc, 1 kw, 250 w (CH), Day, Docket No. 14352, File No. BP-14039; Wayne Stebbins tr/as Grand Valley Broadcasting Company, Saranac, Michigan, requests 1520 kc, 250 w, Day, Docket No. 14353, File No. BP-14487; for construction permits.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 25th day of October 1961;

The Commission having under consideration the above-captioned and described applications;

It appearing, that, except for matters involved in the issues set forth below, each of the applicants is in all respects qualified to construct and operate its proposal; and

It further appearing that the following matters are to be considered in connection with the aforementioned issues specified below:

1. The proposal for Wyoming, Michigan involves slight mutual interference with the proposal for Muskegon Heights, Michigan and would involve mutual interference with the proposal for Saranac, Michigan (the interference caused to Saranac is in excess of 10 percent).

2. The Saranac and Muskegon Heights proposals involve extensive mutual interference.

3. The Muskegon Heights proposal would cause objectionable interference to the proposed operation of Lake Zurich Broadcasting Company, File No. BP-13825, at Lake Zurich, Illinois. The subject Muskegon Heights applicant was not timely filed for concurrent consideration with the Lake Zurich proposal. Accordingly, the Lake Zurich applicant will be made a party respondent in this proceeding.

4. The subject application for Saranac, Michigan would involve mutual interference with the proposals of Television Corporation of Michigan, Inc., File No. BP-13783, and Community Service Broadcasters, Inc., File No. BP-13846, for new standard broadcast stations at Jackson, Michigan and Ypsilanti, Michigan, respectively. The Saranac application was not timely filed for concurrent consideration with the latter two proposals, which are in hearing status. Therefore, the Jackson and Ypsilanti applicants will be made parties respondent in this proceeding.

5. The subject proposal for Wyoming, Michigan would involve a small amount of mutual interference with the proposed operation of Barsland, Inc., File No. BP-13651, for a new station to be located at Holly, Michigan. Neither proposal would violate § 3.28(d)(3) of the Commission's rules (apart from interference caused by mutually destructive proposals). For this reason, the subject Wyoming proposal—though timely filed for concurrent consideration with the Holly, Michigan, proposal—will not be consolidated therewith. Any grant of either application will be made subject to acceptance of such interference as may result from a grant of the other.

6. It has not been determined whether the Muskegon Heights proposal would constitute a menace to air navigation.

7. Cash, contributed labor, and materials immediately available to the Saranac applicant, Wayne Stebbins, total only $10,618. Cash necessary for downpayment on equipment, downpayment on building, miscellaneous costs, and operating capital for a period of three months appears to total $13,651. Additionally, the "loan agreements" submitted by Mr. Stebbins—on the part of Messrs. Friedl, Bowen, Hardy, and Smith—are (a) so indefinite in their wording as to be of doubtful effect and (b) expire, by their own terms, on October 14, 1961. It will be necessary to determine the applicant's financial qualifications in hearing.

8. Upon the basis of information thus far submitted, John C. Lane and Edward F. Fitzgerald, two of the three partners to Wolverine Broadcasting Company, do not appear to have adequate cash or liquid assets to fulfill their commitments to the partnership. The most recent balance sheet of John C. Lane fails to segregate cash and accounts receivable, fails to provide a basis for valuation of the securities listed, and does not segregate liabilities to show current amounts payable. Fitzgerald's balance sheet shows cash of $1,000 and liabilities totalling $12,300, the latter not segregated to show amounts currently pay-

able. A proposed loan from Elizabeth B. Barrett to Fitzgerald would enable him to meet only one-half of his partnership commitment.

9. Parties to Muskegon Heights Broadcasting Company own substantially all of three existing standard broadcast stations in Michigan: WFUR, Grand Rapids, Michigan; WKPR, Kalamazoo, Michigan; and WDOW, Dowagiac, Michigan. These stations are located approximately 35 miles, 65 miles, and 85 miles from the site of the subject Muskegon Heights proposal. Accordingly, a substantial question exists as to whether a grant of the subject Muskegon Heights application would be in contravention of § 3.35(b) of the Commission's rules, regarding concentration of control. It appears appropriate to consider the size, extent, and location of areas served by the existing station and to be served by this proposal; the number of persons served; the classes of stations involved; the extent of other competitive service to the areas in question; the extent to which the stations will reply on the same revenue and program sources; the nature of the programming that the stations will present with particular reference to the particular needs of the communities they are designed to serve; the advertising practices of the stations; the source of program material and talent for each station; and such other factors as will tend to demonstrate that the concentration of control involved will or will not be in contravention of § 3.35(b) of the Commission rules.

It further appearing, that, in view of the foregoing, the Commission is unable to make the statutory finding that a grant of the subject applications would serve the public interest, convenience, and necessity, and is of the opinion that the applications must be designated for hearing in a consolidated proceeding on the issues set forth below:

It is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the instant applications are designated for hearing in a consolidated proceeding, at a time and place to be specified in a subsequent order, upon the following issues:

1. To determine the areas and populations which would receive primary service from each of the subject proposals and the availability of other primary service to such areas and populations.

2. To determine the nature and extent of the interference, if any, that each of the instant proposals would cause to and receive from each other and the interference that each of the instant proposals would receive from all other existing standard broadcast stations, the areas and populations affected thereby, and the availability of other primary service to the areas and populations affected by interference from any of the instant proposals.

3. To determine whether the following subject proposals would cause objectionable interference to the proposed operations indicated, or with any existing standard broadcast stations, and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other primary service to such areas and populations.

Subject proposal	*Proposed operations with which subjects not timely filed*
BP–14039	BP–13825, Lake Zurich, Ill.
BP–14487	BP–13783, Jackson, Mich. BP–13846, Ypsilanti, Mich.

4. To determine whether the interference received by each instant proposal from any other the other proposals herein and any existing stations would affect more than ten percent of the population within its normally protected primary service area in contravention of § 3.28 (d) (3) of the Commission rules and, if so, whether circumstances exist which would warrant a waiver of said section.

5. To determine whether a grant of the instant proposal of Muskegon Heights Broadcasting Company would be in contravention of § 3.35(b) of the Commission rules.

6. To determine whether Wayne Stebbins and Wolverine Broadcasting Company are financially qualified to construct and operate their proposed stations.

7. To determine whether there is a reasonable possibility that the tower height and location proposed by Muskegon Heights would constitute a menace to air navigation.

8. To determine, in the light of section 307(b) of the Communications Act of 1934, as amended, which of the instant proposals would best provide a fair, efficient, and equitable distribution of radio service.

9. To determine, in the light of the evidence adduced pursuant to the foregoing issues which, if any, of the instant applications should be granted.

It is further ordered, That the Federal Aviation Agency is made a party to the proceeding.

It is further ordered, That, Lake Zurich Broadcasting Company, Television Corporation of Michigan, Inc., and Community Service Broadcasters, Inc., applicants respectively, for new stations at Lake Zurich, Illinois, Jackson, Michigan, and Ypsilanti, Michigan, are made parties to the proceeding with regard to their proposed operations.

It is further ordered, That, in the event of a grant of the applications of Wolverine Broadcasting Company, the construction permit shall contain a condition that permittee shall accept such interference as may result from a grant of the application of Barsland, Inc., File No. BP–13651, for a new standard broadcast station at Holly, Michigan, or from a grant of one of the mutually exclusive applications for a new standard broadcast station at Lapeer, Michigan: Chief Pontiac Broadcasting Co., BP–13873; Lapeer Broadcasting Company, BP–14304; and Bill Lamb Productions, BP–14616.

It is further ordered, That, to avail themselves of the opportunity to be heard, the applicants and parties respondent herein, pursuant to § 1.140 of the Commission rules, in person or by attorney, shall, within 20 days of the mailing of this Order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this Order.

It is further ordered, That the applicants herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.362(b) of the Commission's rules, give notice of the hearing, either individually or, if feasible, jointly, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.362(c) of the rules.

It is further ordered, That, the issues in the above-captioned proceeding may be enlarged by the Examiner, on his own motion or on petition properly filed by a party to the proceeding, and upon sufficient allegations of fact in support thereof, by the addition of the following issue: To determine whether the funds available to the applicant will give reasonable assurance that the proposals set forth in the application will be effectuated.

Released: November 1, 1961.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 61–10590; Filed, Nov. 3, 1961; 8:50 a.m.]

FEDERAL MARITIME COMMISSION

CITY OF OAKLAND, CALIFORNIA AND ENCINAL TERMINALS

Notice of Agreement Filed for Approval

Notice is hereby given that the following described agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916 (39 Stat. 733, 46 U.S.C. 814):

Agreement Numbered 8335–2, between the city of Oakland, California and Encinal Terminals modifies the basic agreement of the parties which covers the lease to Encinal of certain terminal property in the port of Oakland on terms and conditions set forth therein. The purpose of the modification is to amend paragraph 1a of the lease to enlarge the area upon which the dry bulk cargo facility is to be located by adding a small parcel of contiguous area in order to accommodate a rail car unloader and provide for an underground corridor between the unloader and the storage bins.

Interested parties may inspect this agreement and obtain copies thereof at the Office of Regulations, Federal Maritime Commission, Washington, D.C., and may submit within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to approval, disapproval, or modification, together with request for hearing should such hearing be desired.

By order of the Federal Maritime Commission.

GEO. A. VIEHMANN,
Assistant Secretary.

NOVEMBER 1, 1961.

[F.R. Doc. 61–10522; Filed, Nov. 3, 1961; 8:48 a.m.]

OFFICE OF EMERGENCY PLANNING

INTEGRATION COMMITTEE ON THE M14 RIFLE, 7.62MM

Deletion From Membership

Pursuant to section 708 of the Defense Production Act of 1950, as amended, there is published the following deletion from the list of companies which have accepted the request to participate in the voluntary plan, entitled "Plan and Regulations of the Ordnance Corps for the Formation, Organization, and Functioning of the Integration Committee on the M14 Rifle, 7.62mm." The request and complete list of acceptances were published in 26 F.R. 9327, October 3, 1961.

DELETION

American Radiator & Standard Sanitary Corp., Controls Division, Rochester, N.Y.

(Sec. 708, 64 Stat. 818, as amended; 50 U.S.C. App. Sup. 2158; Executive Order 10480, Aug. 14, 1953, 18 F.R. 4939; Reorganization Plan No. 1 of 1958, 23 F.R. 4991, as amended; Executive Order 10773, July 1, 1958, 23 F.R. 5061; Executive Order 10782, September 6, 1958, 23 F.R. 6971)

Dated: October 27, 1961.

FRANK B. ELLIS,
Director,
Office of Emergency Planning.

[F.R. Doc. 61–10542; Filed, Nov. 3, 1961; 8:45 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 812–1447]

DELAWARE VARIABLE INVESTMENT PLAN

Notice of Filing of Application

OCTOBER 30, 1961.

Notice is hereby given that Delaware Management Company, Inc., Wilmington, Del. ("Applicant") sponsor-depositor of Delaware Variable Investment Plan ("Variable"), a registered unit investment trust, has filed an application pursuant to section 17(b) of the Investment Company Act of 1940 ("Act") for an order of the Commission exempting from the provisions of section 17(a) of the Act the transaction hereinafter described.

Variable registered under the Act on June 20, 1961 and proposes to offer to the public Single Payment Plans and Systematic Investment Plans which will accumulate the shares of Delaware Fund, Inc. ("Delaware"). As a means of providing Variable with the $100,000 of net worth required by section 14(a) of the Act, the application states that W. Linton Nelson ("Transferor") who is an officer and a director of the Applicant, proposes to transfer to Variable shares of Delaware approximately equal to this amount. According to the application, such shares of Delaware will constitute the underlying investment of the Plans offered by Variable and will provide the medium in which proceeds from the sale to the public of Plans will be invested. The Transferor will receive in exchange a Fully Paid Plan equal in amount to the value of the shares transferred with no deduction for sales commission.

Section 17(a) of the Act, with certain exceptions, prohibits the sale of any security to a registered investment company by the promoter (Applicant) or by an affiliated person of the Applicant. Since the Transferor is an affiliated person of the Applicant, the proposed transaction would be prohibited under section 17(a) of the Act unless the Commission grants an exemption pursuant to section 17(b) of the Act.

Under section 17(b) of the Act the Commission shall grant an exemption from the prohibitions of section 17(a) if it finds that the terms of the proposed transaction are reasonable and fair and will not involve overreaching on the part of any person concerned; that the proposed transaction is consistent with the policy of the registered investment company concerned, as recited in its registration statement and reports filed under the Act, and is consistent with the general purposes of the Act.

Notice is further given that any interested person may, not later than November 13, 1961 at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission should order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D.C. At any time after said date, as provided by Rule O–5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the showing contained in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 61–10575; Filed, Nov. 3, 1961; 8:49 a.m.]

[File No. 812–1429]

MIDWESTERN INSTRUMENTS, INC.

Notice of Filing of Application

OCTOBER 30, 1961.

Notice is hereby given that Midwestern Instruments, Inc., Tulsa, Okla., ("Applicant"), an affiliated person of American Research and Development Corporation ("Research"), a registered closed-end, non-diversified investment company, has filed an application and amendments thereto pursuant to section 17(b) of the Investment Company Act of 1940 ("Act") for an order of the Commission exempting from the provisions of section 17(a) of the Act the proposed extension by Research of the maturity date of a Promissory Note ("Note") of Applicant.

Applicant, a Delaware corporation, is engaged in the manufacture, use and sale of precision electronic and electromechanical instruments. The application states that Applicant's $125,000 loan indebtedness to Research, together with accrued interest at the rate of 5 percent per annum thereon, became payable on November 1, 1960 and remains unpaid at the present time. It further states that Research, subject to obtaining an order of exemption by the Commission, proposes to extend the maturity date of the Note evidencing the indebtedness so that the principal amount and accrued interest will be repaid in installments over a twelve month period. As a condition to such an extension Applicant has paid the balance of the interest due on the principal amount of the Note for the period ending September 30, 1961 and has made payments of 1/12th of the principal amount of the Note on August 31, 1961, and September 28, 1961, respectively. In addition, Applicant will pay on the 30th day of each month thereafter, 1/12th of the original principal amount of the Note and the interest then owing on the unpaid balance to the date of payment of such installment.

According to the application, Research holds 91,642 shares or approximately nine percent of the issued capital stock of Applicant. It is noted in the application that in October 1958 the Commission issued an order exempting from the provisions of section 17(a) of the Act the prepayment and extension of promissory notes of Applicant by Research in connection with a refinancing by Applicant (Investment Company Release No. 2784).

Section 2(a)(3) of the Act defines an "affiliated person" of another person as, among other things, any person five percent or more of whose outstanding voting securities are directly or indirectly owned, controlled, or held with power to vote by such other person. Section 17(a) of the Act, in general, prohibits an affiliated person of a registered investment company from purchasing from, or selling to, such registered investment company, any security, with certain exceptions, unless the Commission upon application pursuant to section 17(b) of the Act, grants an exemption from section 17(a) of the Act after finding that the terms of the proposed transaction, including the consideration to be paid, are reasonable and fair and do not involve overreaching on the part of any person concerned, that the proposed transaction is consistent with the policy of each registered investment company concerned, as recited in its Registration Statement and reports filed under the Act, and is consistent with the general purposes of the Act.

Notice is hereby given that any interested person may, not later than November 17, 1961, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues, if any, of fact or law proposed to be controverted, or he may re-

quest that he be notified if the Commission should order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D.C. At any time after said date, as provided by Rule O–5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the showing contained in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 61–10576; Filed, Nov. 3, 1961; 8:49 a.m.]

SMALL BUSINESS ADMINISTRATION

[Delegation of Authority No. 30–XI–1 (Revision 1)]

CHIEF, FINANCIAL ASSISTANCE DIVISION

Delegation Relating to Financial Assistance Functions

I. Pursuant to the authority delegated to the Regional Director by Delegation No. 30 (Revision 6), as amended (25 F.R. 1706, 7418, 26 F.R. 177, 1456), there is hereby redelegated to the Chief, Financial Assistance Division, the authority:

A. *Financial assistance.* 1. To approve and decline direct and participation business and disaster loans.

2. To enter into Business Loan and Disaster Loan Participation Agreements with banks.

3. To execute loan authorizations for Washington approved loans and for loans approved under delegated authority, said execution to read as follows:

JOHN E. HORNE,
Administrator.
By _____
(Name)
Chief, Financial Assistance Division.

4. To cancel, reinstate, modify and amend authorizations for business or disaster loans.

5. To extend the disbursement period on all loan authorizations or undisbursed portions of loans.

6. To approve, when requested, in advance of disbursement, conformed copies of notes and other closing documents and certify to the participating bank that such documents are in compliance with the participation authorization.

7. To approve service charges by participating bank not to exceed 2 percent per annum on the outstanding balance in connection with construction loans and loans involving accounts receivable and inventory financing.

8. To take all necessary actions in connection with the administration, servicing, collection and liquidation of all loans and other obligations or assets, including collateral purchased, and to do and perform and to assent to the doing and performing of, all and every act and thing requisite and proper to be done for the purpose of effectuating the granted powers, including without limiting the generality of the foregoing:

(a) The assignment, endorsement, transfer, and delivery (but in all cases without representation, recourse or warranty) of notes, claims, bonds, debentures, mortgages, deeds of trust, contracts, patents and applications therefor, licenses, certificates of stock and of deposit, and any other liens, powers, rights, charges on and interest in or to property of any kind, legal and equitable, now or hereafter held by the Small Business Administration or its Administrator;

(b) The execution and delivery of contracts of sale or of lease or sublease, quitclaim, bargain and sale or special warranty deeds, bills of sale, leases, subleases, assignments, subordinations, releases (in whole or part) or liens, satisfaction pieces, affidavits, proofs of claim in bankruptcy or other estates and such other instruments in writing as may be appropriate and necessary to effectuate the foregoing.

B. *Administration.* To approve annual and sick leave, except advanced annual and sick leave, for employees under his supervision.

II. The authority delegated herein may be redelegated.

III. All authority delegated herein may be exercised by any SBA employee designated as Acting Chief, Financial Assistance Division.

IV. All authority previously delegated by the Regional Director to the Chief, Financial Assistance Division, is hereby rescinded without prejudice to actions taken under all such delegations of authority prior to the date hereof.

Effective date. September 18, 1961.

HAROLD R. SMETHILLS,
Regional Director,
Denver Regional Office.

[F.R. Doc. 61–10557; Filed, Nov. 3, 1961; 8:47 a.m.]

[Delegation of Authority No. 30–XI–10 (Revision 1)]

BRANCH MANAGER, SALT LAKE CITY BRANCH OFFICE

Delegation Relating to Financial Assistance, Procurement and Technical Assistance, and Administrative Functions

I. Pursuant to the authority delegated to the Regional Director by Delegation No. 30 (Revision 6), as amended (25 F.R. 1706, 7418, 26 F.R. 177, 1456), there is hereby redelegated to the Branch Manager, Salt Lake City Branch Office, Small Business Administration, the authority:

A. *Financial assistance.* 1. To approve but not decline the following types of loans:

a. Direct business loans in an amount not exceeding $20,000.

b. Participation loans not exceeding $100,000 with bank participation of at least 25 percent, and provided further that such participation shall represent not less than 50 percent new money.

2. To approve or decline Limited Loan participations wherein this Agency's exposure is not in excess of $15,000.

3. To approve or decline disaster loans not in excess of $50,000. Declination of disaster loan is extended only to an original application and not to reconsideration of such application.

4. To execute loan authorizations for Washington approved loans and for loans approved under delegated authority, said execution to read as follows:

JOHN E. HORNE,
Administrator.
By _____
(Name)
Manager,
Salt Lake City, Utah, Branch Office.

5. To modify or amend Washington approved authorizations for business or disaster loans by the issuance of Certificates of Modification and to modify or amend authorizations for loans approved under delegated authority in any manner consistent with the original authority to approve loans provided, however, after disbursement, such authority shall not be exercised in excess of the authority granted in Paragraph 6 immediately following.

6. To take all necessary actions to effect the servicing, administration, and the collection of all current direct loans of $20,000 or less, participating loans of $100,000 or less, and disaster loans of $50,000 or less.

B. *Procurement and technical assistance.* 1. To develop with government procurement and sales agencies, required local procedures for implementing established interagency policy agreements, including but not limited to such steps as determining joint set-asides and representation at procurement and property disposal centers.

C. *Administration.* 1. To administer oaths of office.

2. To approve (a) annual and sick leave, except advanced annual and sick leave, and (b) leave without pay not to exceed 30 days for employees under his supervision.

3. To (a) make emergency purchases chargeable to the Administrative expense fund not in excess of $15 in any one object class in any one instance but not more than $25 in any one month for total purchases in all object classes; (b) to contract for the repair and maintenance of equipment and furnishings in an amount not to exceed $15 in any one instance.

4. To obtain motor vehicle services from the General Services Administration and to rent garage space for the storage of such vehicles, within the limitations of funds as budgeted by the Regional Office for use of the Branch Office for this purpose.

5. In connection with the establishment of Disaster Loan Offices, to (a) obligate SBA to reimburse General Services Administration for the rental of office space, (b) rent office equipment, and (c) procure (without dollar limitation) emergency supplies and materials.

II. The specific authorities delegated in I.A. may not be redelegated.

III. All authority delegated herein may be exercised by any SBA employee designated as Acting Branch Manager.

IV. All previous authority delegated to the Branch Manager is hereby rescinded without prejudice to actions taken under all such Delegations of Authority prior to the date hereof.

Dated: October 11, 1961.

HAROLD R. SMETHILLS,
Regional Director,
Denver Regional Office.

[F.R. Doc. 61–10558; Filed, Nov. 3, 1961; 8:47 a.m.]

[Delegation of Authority No. 30–XIII–19]

ASSISTANT TO THE CHIEF, FINANCIAL ASSISTANCE DIVISION

Delegation Relating to Financial Assistance

I. Pursuant to the authority delegated to the Chief, Financial Assistance Division, by Delegation of Authority No. 30–XIII–1 (Revision 2), there is hereby redelegated to the Assistant to the Chief, Financial Assistance Division, Seattle Regional Office, Small Business Administration, the authority:

A. *Financial assistance.* 1. To approve and decline direct and participation business and disaster loans.

2. To disburse approved loans.

3. To enter into Business Loan and Disaster Loan Participation Agreements with banks.

4. To execute loan authorizations for Washington approved loans and for loans approved under delegated authority, said execution to read as follows:

JOHN E. HORNE,
Administrator.

By _____
(Name)
Assistant to the Chief,
Financial Assistance Division.

5. To cancel, reinstate, modify and amend authorizations for business or disaster loans.

6. To extend the disbursement period on all loan authorizations or undisbursed portions of loans.

7. To take all necessary action in connection with the servicing, administration and collection of partially or fully disbursed loans.

II. The authority delegated herein may not be redelegated.

Effective date. September 11, 1961.

E. D. PETERSON,
Chief, Financial Assistance Division,
Denver Regional Office.

[F.R. Doc. 61–10559; Filed, Nov. 3, 1961; 8:47 a.m.]

[Delegation of Authority No. 30–IV–35]

BRANCH COUNSEL, CHARLOTTE, NORTH CAROLINA

Delegation Relating to Legal Functions

I. Pursuant to the authority delegated to the Branch Manager by Delegation of Authority No. 30–IV–7, Revision 2, as amended, (25 F.R. 8241, 26 F.R. 4129), there is hereby redelegated to the Branch Counsel, Charlotte, North Carolina Branch Office, the authority to disburse approved loans.

II. The authority delegated herein may not be redelegated.

III. The authority delegated herein may be exercised by any SBA employee designated as Acting Branch Counsel.

Effective date. October 16, 1961.

ROBERT B. HORNING,
Branch Manager,
Charlotte Branch Office.

[F.R. Doc. 61–10560; Filed, Nov. 3, 1961; 8:47 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

NOVEMBER 1, 1961.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 37431: *Bituminous coal to points in South Carolina.* Filed by O. W. South, Jr., Agent (No. A4137), for interested rail carriers. Rates on bituminous coal, in carloads, as described in the application, from mines in Alabama (Bass and Stevenson), southeastern Kentucky, eastern and southern Tennessee, southwest Virginia and West Virginia, to specified points in South Carolina.

Grounds for relief: Natural gas competition and origin rate relationship.

Tariffs: Supplement 49 to Southern Freight Association tariff I.C.C. S–62 and other schedules named in the application.

FSA No. 37432: *Flour returned from eastern points.* Filed by Traffic Executive Association - Eastern Railroads, Agent (E.R. No. 2591), for interested rail carriers. Rates on flour, in airslide cars, in carloads, from points in Maryland, Massachusetts, New York, and Pennsylvania, and other points described in the application, to points in official territory.

Grounds for relief: Carrier competition.

Tariff: Supplement 187 to Traffic Executive Association-Eastern Railroads tariff I.C.C. 4403 (Hinsch series).

FSA No. 37433: *Class rates—Sea-Land Service, Inc.* Filed by Sea-Land Service, Inc. (No. 35), for itself and interested carriers. Rates on various commodities on less-than-truckload class rates loaded in trailers and transported over joint motor-water, water-motor, and motor-water-motor routes of applicant motor carriers and Sea-Land Service, Inc., from points in Connecticut, Delaware, District of Columbia, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, and Rhode Island, to points in California, Oregon, and Washington.

Grounds for relief: Rail freight forwarder competition.

Tariff: Sea-Land Service, Inc., tariff I.C.C. 7.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 61–10568; Filed, Nov. 3, 1961; 8:48 a.m.]

[Notice No. 562]

MOTOR CARRIER TRANSFER PROCEEDINGS

NOVEMBER 1, 1961.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC–FC 64311. By order of October 30, 1961, The Transfer Board approved the transfer to Everett West and Duane West, a partnership, doing business as West Truck Service, Farragut, Iowa, of Certificate No. MC 83125 issued March 12, 1952, to M. E. Bopp, Sidney, Iowa, authorizing the transportation of agricultural implements, flour, feed, lumber, and shingles, over irregular routes, from Omaha, Nebr., to Farragut, Iowa, and points within 12 miles of Farragut.

No. MC–FC 64355. By order of October 25, 1961, The Transfer Board approved the transfer to Cornie DeJong, Sanborn, Iowa, of the operating rights in Permit No. MC 119066, issued January 20, 1960, to Clarence DeKam, Rock Valley, Iowa authorizing the transportation, over irregular routes, of animal and poultry feed, from Sheldon, Iowa, to points in 12 specified counties in Iowa, 10 specified counties in Minnesota, and 7 specified counties in South Dakota.

No. MC–FC 64370. By order of October 25, 1961, The Transfer Board approved the transfer to Todd Transfer Company, Inc., Secretary, Md., of a portion of the operating rights in Certificate No. MC 44913, issued by the Commission June 11, 1954, to E. Roscoe Willey, Cambridge, Md., authorizing the transportation, over irregular routes, of canned goods, from Newark, Del., and points in Dorchester, Caroline, and Talbot Counties, Md., to points in New York north of New York Highway 7. Vernon E. Robbins, 115 High Street, Cambridge, Md., applicants representative.

No. MC–FC 64513. By order of October 25, 1961, The Transfer Board approved the transfer to Vincent M. Corso, doing business as County Express, Wood-Ridge, N.J., of Certificate No. MC 40997 issued February 24, 1955, to Vincent M. Corso and Herbert Parlato, a partner-

ship, doing business as County Express, Wood-Ridge, N.J., authorizing the transportation of ready-to-wear garments and cloth and materials used in the manufacture of such garments, over irregular routes, between New York, N.Y., on the one hand, and, on the other, points in Bergen, Passaic, Hudson, Union, and Middlesex Counties, N.J. Herman B. J. Weckstein, 1060 Broad Street, Newark 2, N.J., attorney for applicants.

No. MC–FC 64548. By order of October 30, 1961, The Transfer Board approved the transfer to H. Prang Trucking Co., Inc., Hopelawn (Perth Amboy), N.J., of Certificate No. MC 113100 issued January 8, 1952, to Harold Prang, doing business as H. Prang Trucking, Hopelawn (Perth Amboy), N.J., authorizing the transportation of: Homing pigeons, in crates, and personal effect of attendants and supplies and equipment used in the care of such pigeons, over irregular routes, from Bergenfield, Elizabeth, Irvington, Jersey City, Linden, Lyndhurst, Newark, North Bergen, Passaic, Paterson, and Perth Amboy, N.J., and points in Richmond County, N.Y., to Wilmington, Del., Aberdeen, Md., Washington, D.C., Charlottesville, Va., and Salisbury, N.C., and empty crates in which homing pigeons have been shipped from the above-specified destination points to the above-named origin points; and Permits in Nos. MC 2428, MC 2428 Sub 1, MC 2428 Sub 5, MC 2428 Sub 11, MC 2428 Sub 12, and MC 2428 Sub 14, issued December 12, 1949, December 12, 1949, June 13, 1951, June 4, 1952, August 19, 1957, and September 8, 1961, respectively, to Harold Prang, doing business as H. Prang Trucking, Hopelawn (Perth Amboy), N.J., authorizing the transportation of: Silver and lead bars, tin, scrap metal, copper powder, ouprous oxide, copper arts, tellurium, solder, selenium, precious metals and materials, supplies and equipment used in the manufacture of the above commodities between Carteret, N.J., and New York, N.Y.; between Carteret, N.J., and Tottenville, N.Y.; between Carteret, N.J., and Philadelphia, Pa.; copper bars, ingots, cakes, rods, moulds, sheets, and billets and materials, supplies, and equipment used in the manufacture thereof, between Carteret, N.J., and New York, N.Y.; silver and precious metals, between Irvington, N.J., and New York, N.Y.; silver bullion, from Carteret, N.J., to Rochester, N.Y.; silver scrap and damaged or defective shipments of silver bullion, from Rochester, N.Y., to Carteret, N.J.; silver bullion from Carteret, N.J., to Providence, R.I.; silver bullion, from Carteret, N.J., to Attleboro, Mass.; and silver alloy bars and coins, from the site of the U.S. Mint Depository, West Point, N.Y., to Carteret, N.J., subject to certain conditions. Bert Collins, 140 Cedar Street, New York 6, N.Y., representative for applicants.

No. MC–FC 64552. By order of October 25, 1961, The Transfer Board approved the transfer to Coyman Brothers, Inc., Hackensack, N.J., of Certificates in Nos. MC 114520 and MC 114520 Sub 1, issued June 24, 1954 and June 24, 1954, respectively, to Willard Sutton, doing business as Speed's Trucking & Rigging, Union, N.J., authorizing the transportation of: Machinery, from Newark and Elizabeth, N.J., to Philadelphia, Pa., points on Long Island, N.Y., and those in New York, N.Y. Commercial Zone; and boilers, boiler tubes, and machinery, from North Bergen, N.J., to points in Connecticut, Massachusetts, and Rhode Island, within 200 miles of North Bergen, N.Y. Bowes & Millner, 1060 Broad Street, Newark 2, N.J., attorney for transferee.

No. MC–FC 64553. By order of October 25, 1961, The Transfer Board approved the transfer to Rufus W. Parker, doing business as Parker Refrigerated Service, Tacoma, Wash., of Certificate No. MC 62160 Sub 4, issued January 7, 1960, to Mountain Road Auto Freight Co., Inc., Tacoma, Wash., authorizing the transportation of: Bananas, from Seattle, Wash., to Yakima and Walla Walla, Wash. James T. Johnson, 609 Norton Building, Seattle, Wash., attorney for applicants.

No. MC–FC 64585. By order of October 25, 1961, The Transfer Board approved the transfer to Church Trucking Company, Inc., North Wilkesboro, N.C., of Certificate No. MC 123089, issued January 17, 1961, to R. D. Church, doing business as Church Trucking Company, North Wilkesboro, N.C., authorizing the transportation of hardware, plumbing supplies, and building materials, from points in the New York, N.Y., Commercial Zone, Baltimore and Sparrows Point, Md., Cincinnati, Dover, and Cleveland, Ohio, Uniontown, Johnstown, Elwood City, Philadelphia, Ambler, and Monaca, Pa., Barba, Newark, Camden, Metuchen, and Millington, N.J., Edgemore, Del., Atlanta, Ga., Anniston, Ala., and Alcoa, Tenn., to points in Wilkes County, N.C.; lumber, except plywood and veneers and wooden products (except plywood, veneers, and new furniture) from points in Caldwell and Wilkes Counties, N.C., to points in West Virginia, Virginia, Ohio, Indiana, Michigan, Pennsylvania, New Jersey, Delaware, South Carolina, Georgia, Florida, Alabama, Tennessee, New York, and Kentucky. Boyce A. Whitmire, Hendersonville, N.C., attorney for applicants.

No. MC–FC 64593. By order of October 26, 1961, The Transfer Board approved the transfer to Budig Trucking Co., a corporation, Cincinnati, Ohio of Certificate No. MC 1221 issued November 19, 1954, to Clifford L. Fohl, doing business as Fohl's Express, Brookville, Ind., authorizing the transportation over regular routes of general commodities, excluding household goods and commodities in bulk, serving all intermediate and off-route points in the Cincinnati, Ohio Commercial Zone, in connection with authorized and proposed regular-route operations to and from Cincinnati; and, general commodities, including liquor, excluding household goods and commodities in bulk, between Brookville, Ind., and Cincinnati, Ohio, serving the intermediate points of Cedar Grove, New Trenton, and West Harrison, Ind. Jack B. Josselson, 700 Atlas Bank Building, Cincinnati 2, Ohio, attorney for applicants.

[SEAL] HAROLD D. McCOY, *Secretary.*

[F.R. Doc. 61–10569; Filed, Nov. 3, 1961; 8:48 a.m.]

[Rev. S.O. 562, Amdt. 2 to Taylor's I.C.C. Order 136]

RUTLAND RAILROAD CORP.

Diversion or Rerouting of Traffic

Upon further consideration of Taylor's I.C.C. Order No. 136 (Rutland Railroad Corporation) and good cause appearing therefor:

It is ordered, That, Taylor's I.C.C. Order No. 136 be, and it is hereby, amended by substituting the following paragraph (g) for paragraph (g) thereof:

(g) Expiration date. This order shall expire at 11:59 p.m., November 30, 1961, unless otherwise modified, changed, suspended or annulled.

It is further ordered, That this amendment shall become effective at 11:59 p.m., October 31, 1961, and that this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement, and by filing it with the Director, Office of the Federal Register.

Issued at Washington, D.C., October 27, 1961.

INTERSTATE COMMERCE COMMISSION,
CHARLES W. TAYLOR, *Agent.*

[F.R. Doc. 61–10570; Filed, Nov. 3, 1961; 8:48 a.m.]

TARIFF COMMISSION

STAINLESS-STEEL TABLE FLATWARE

Reports to the President

NOVEMBER 1, 1961.

The U.S. Tariff Commission today submitted to the President its first periodic report on the developments in the trade in stainless-steel table flatware since the "escape clause" action, on November 1, 1959, which resulted in the imposition of a tariff quota on imports of stainless-steel table flatware not over 10.2 inches in length and valued under $3.00 per dozen pieces. This report was made pursuant to paragraph 1 of Executive Order 10401 of October 14, 1952, which order prescribes procedures for the periodic review of escape-clause actions. Such review is limited to the determination of whether a concession that has been modified or withdrawn can be restored in whole or in part without causing or threatening serious injury to the domestic industry concerned.

In submitting this report, the Commission advised the President that the conditions of competition between imported and domestic stainless-steel table flatware had not so changed as to war-

rant the institution of a formal investigation under the provisions of paragraph 2 of Executive Order 10401. This means that, in the Commission's view, the developments in the trade in stainless-steel table flatware do not warrant a formal inquiry into the question of whether the existing restrictions on the imports of stainless-steel table flatware could be relaxed without resulting in serious injury to the domestic industry concerned.

Copies of the Commission's report are available upon request as long as the limited supply lasts. Requests should be addressed to the U.S. Tariff Commission, Eighth and E Streets NW., Washington 25, D.C.

By direction of the Commission.

[SEAL] DONN N. BENT,
Secretary.

[F.R. Doc. 61-10567; Filed, Nov. 3, 1961; 8:48 a.m.]

CUMULATIVE CODIFICATION GUIDE—NOVEMBER

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published to date during November.

3 CFR

Page

PROCLAMATIONS:
3438 ... 10203

EXECUTIVE ORDERS:
9026 ... 10356
10971 ... 10335

5 CFR

6 ... 10204, 10267, 10447
24 ... 10447

6 CFR

70 ... 10267
305 ... 10267
390 ... 10267

7 CFR

711 ... 10204
717 ... 10208
729 ... 10209
730 ... 10336
847 ... 10214
855 ... 10268
864 ... 10270
873 ... 10272
914 ... 10423
922 ... 10214
933 ... 10337, 10423–10425
942 ... 10425
943 ... 10214
953 ... 10425
973 ... 10215
994 ... 10216
1017 ... 10426
1031 ... 10338
1071 ... 10426

PROPOSED RULES:
900—1072 ... 10286
906 ... 10298
908 ... 10307
918 ... 10307
939 ... 10296
943 ... 10236
947 ... 10360
986 ... 10298

8 CFR

PROPOSED RULES:
252 ... 10358
253 ... 10358

9 CFR

74 ... 10223
83 ... 10338

PROPOSED RULES:
131 ... 10358

12 CFR

262 ... 10340

12 CFR—Continued

Page

PROPOSED RULES:
563 ... 10239

14 CFR

507 ... 10223, 10224, 10273, 10274, 10340, 10341
600 ... 10225, 10427, 10428
601 ... 10225, 10341, 10342, 10428, 10429
608 ... 10342
609 ... 10430, 10436

PROPOSED RULES:
60 ... 10307
227 ... 10238
302 ... 10307
507 ... 10362
600 ... 10451
601 ... 10363, 10451
608 ... 10451

16 CFR

13 ... 10363, 10445
301 ... 10446

18 CFR

2 ... 10342

20 CFR

404 ... 10226

21 CFR

120 ... 10228
121 ... 10228, 10343
146 ... 10228

PROPOSED RULES:
17 ... 10362
121 ... 10362, 10452

24 CFR

202a ... 10229
203 ... 10229
207 ... 10229
213 ... 10229
220 ... 10230
221 ... 10230
232 ... 10230
603 ... 10231
608 ... 10231
611 ... 10231
702 ... 10231
803 ... 10231
903 ... 10231

25 CFR

141 ... 10232

26 CFR

1 ... 10275

PROPOSED RULES:
1 ... 10283, 10449, 10450

28 CFR

Page

21 ... 10232

29 CFR

601 ... 10275
780 ... 10377
793 ... 10275

32 CFR

737 ... 10353
739 ... 10353

33 CFR

3 ... 10343
67 ... 10343
203 ... 10445
204 ... 10278

35 CFR

4 ... 10353

CANAL ZONE ORDERS:
58 ... 10353

38 CFR

13 ... 10232
21 ... 10278

41 CFR

5–1 ... 10354
50–202 ... 10354

42 CFR

73 ... 10355

43 CFR

PROPOSED RULES:
257 ... 10285

PUBLIC LAND ORDERS:
1071 ... 10356
2526 ... 10279
2527 ... 10356
2528 ... 10356
2529 ... 10356
2530 ... 10427

47 CFR

1 ... 10279, 10280, 10447
3 ... 10280
15 ... 10281
18 ... 10281

PROPOSED RULES:
3 ... 10239
12 ... 10240

49 CFR

PROPOSED RULES:
176 ... 10240

50 CFR

32 ... 10233, 10234, 10282
33 ... 10234, 10235

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